NOVEMBER 23, 1946

Editorial Contents, page 19

# Railway Age

*Founded in 1856*

McCARTNEY LIBRARY
GENEVA COLLEGE


## YOUNGSTOWN
## STEEL SIDES
### UTILIZED BY

## ILLINOIS CENTRAL SYSTEM
### 1500 BOX CARS
### 800 AUTO CARS
### 1946-1947

## YOUNGSTOWN STEEL DOOR COMPANY

Camel Sales Company
Cleveland Chicago

Camel Company Limited
New York Youngstown

# *ONE THOUSAND* NEW TANK CARS SOON TO JOIN THE UTLX FLEET WILL BE EQUIPPED WITH

# UNIT TRUCKS

***In addition to 48 major railroads these private car lines use Unit Trucks—***

American Refrigerator Transit

Barrett Division—
Allied Chemical & Dye Corp.

Cabot Carbon Company

Dewey Portland Cement Co.

Donner Hanna Coke Co.

Fruit Growers Express

General American Transp. Corp.

Monsanto Chemical Company

New England Alcohol Company

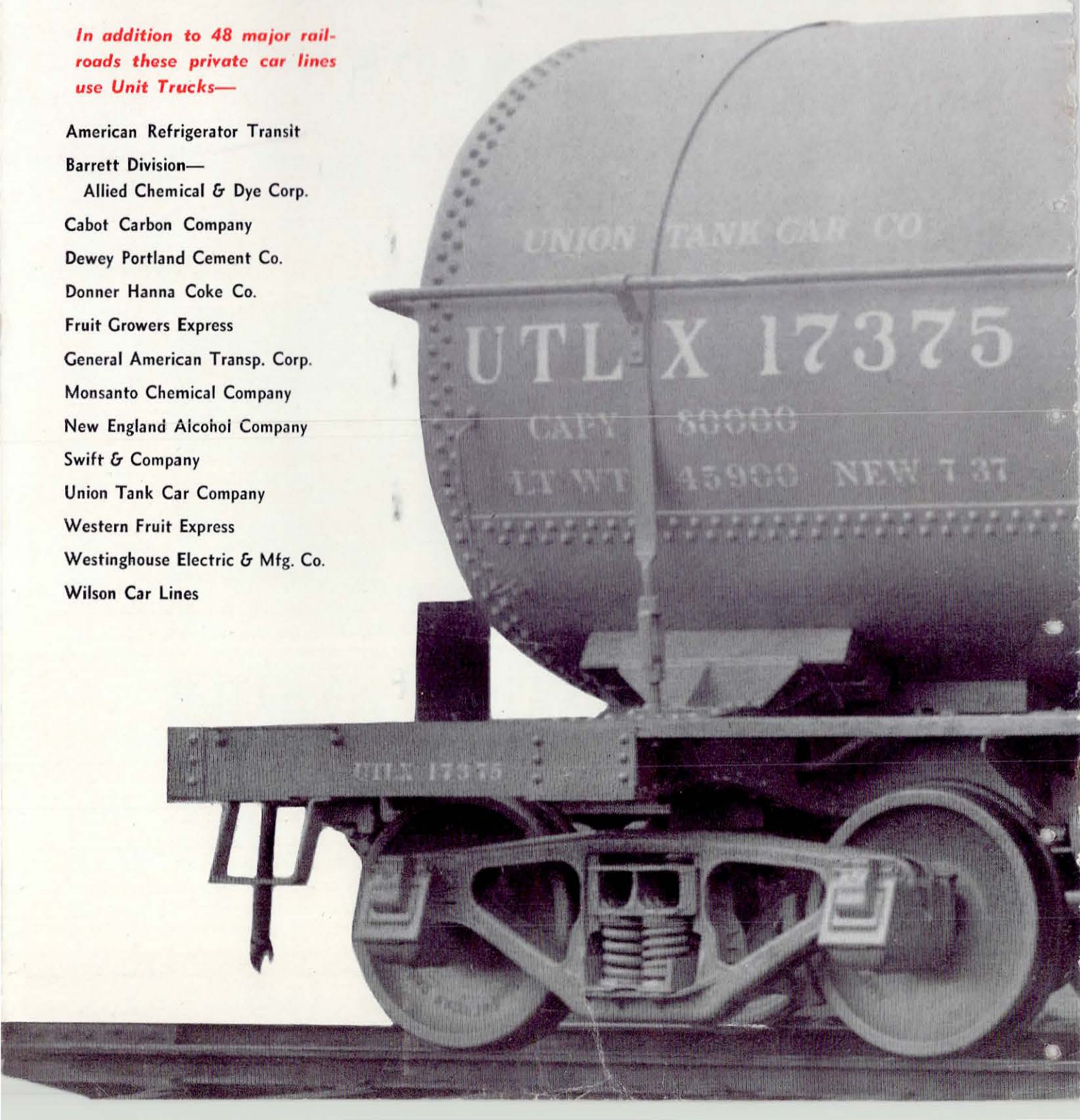
Swift & Company

Union Tank Car Company

Western Fruit Express

Westinghouse Electric & Mfg. Co.

Wilson Car Lines



# HOW TO KEEP WHEEL COSTS at ROCK BOTTOM

1. Select the wheel that will give you low cost per mile of operation—a factor based on service life, not initial cost.

2. Select the wheel whose sturdiness means consistently low maintenance costs and high mileage.

3. Select the wheel that is built specifically for today's high speeds and heavy loads.

Bethlehem Heat-Treated Wrought-Steel Wheels provide the answer to all three points.

In passenger, locomotive, and freight service, the dependability of Bethlehem Wrought-Steel Wheels has been established for many years.

**Bethlehem Steel Company, Bethlehem, Pa.**

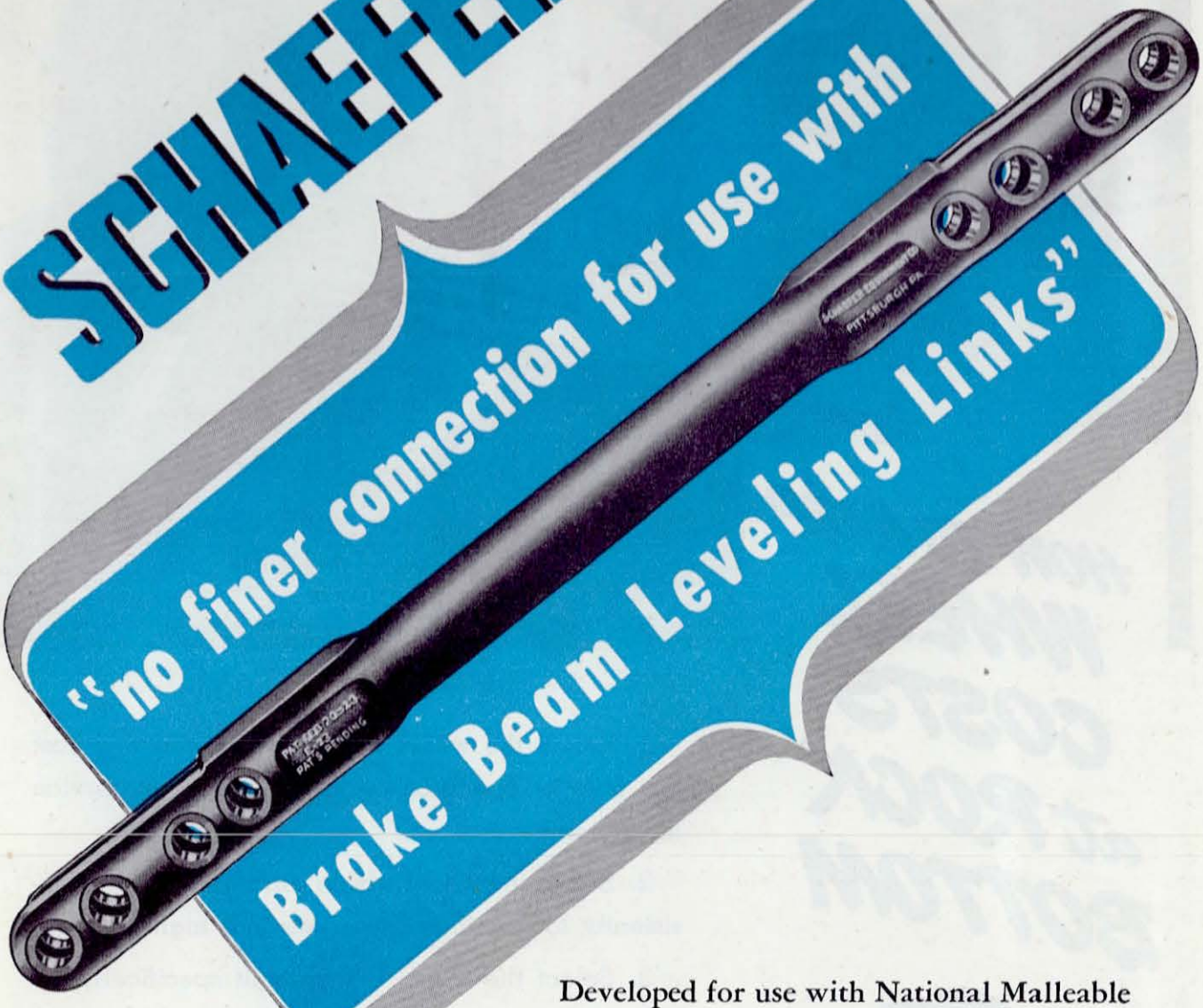
On the Pacific Coast Bethlehem products are sold by
Bethlehem Pacific Coast Steel Corporation

## BETHLEHEM WROUGHT-STEEL WHEELS and FORGED-STEEL AXLES

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 50 cents each. Vol. 121, No. 21.

# SCHAEFER

"no finer connection for use with Brake Beam Leveling Links"



Developed for use with National Malleable & Steel Casting Company's brake beam leveling links, either under or through the bolster, they are longer and stiffer with over-built jaw structure. The link holes are accurately spaced and reamed. Specify Schaefer.

Schaefer

SCHAEFER EQUIPMENT COMPANY • • • KOPPERS BLDG. PITTSBURGH, PA.

*Even when limited to interior uses*

## ALCOA ALUMINUM GIVES A LIFT TO PERE MARQUETTE

Even when limited to interior application, aluminum gives passenger equipment a big lift, as witness this Pullman Standard car built for the new Pere Marquette trains . . .

Think of the weight saving embodied in aluminum seat frames, flooring and partitions. See for yourself the handsome appearance of the light, strong Alcoa Aluminum baggage racks, light fixtures, windows and trim.

Then *remember* that these specialties will never rust, never lose their smart, modern appearance. And that every one of them means less pull on the drawbar, throughout the car's life. ALUMINUM COMPANY OF AMERICA, 2178 Gulf Building, Pittsburgh 19, Pennsylvania. Sales offices in principal cities.

**ALCOA** FIRST IN **ALUMINUM**

IN EVERY COMMERCIAL FORM

Bendix V.H.F. Radio

# Saves... TIME and MONEY

Railroad systems now using Bendix Very High Frequency Two-Way Radio are realizing substantial savings in time and money—savings effected through up-to-date, two-way *oral* communications between operating elements. Dispatcher, yardmaster, wayside operator, towerman and members of the train crew are provided with instantaneous, crystal-clear *two-way* communication—at all times—under all conditions.

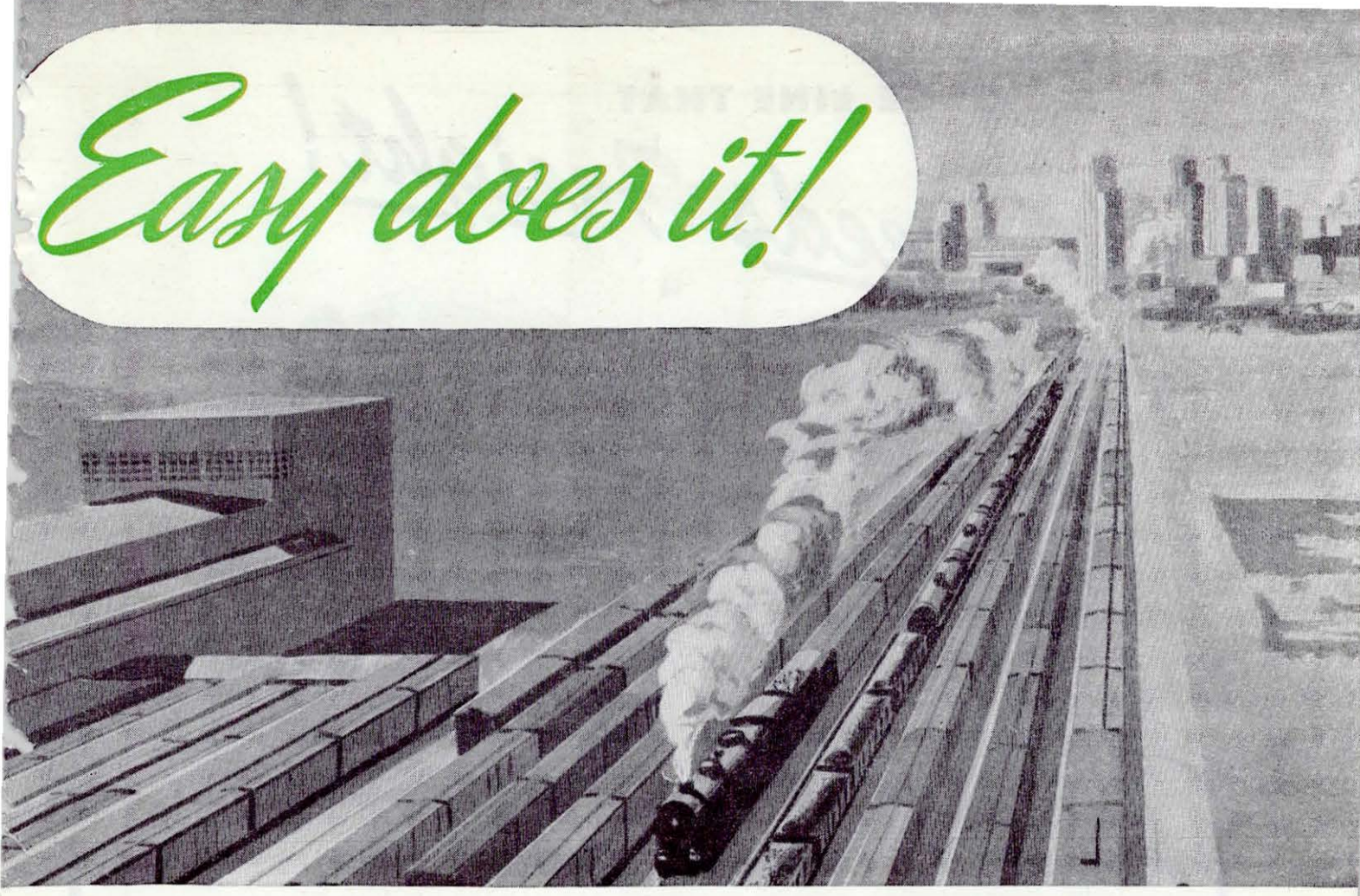
Our engineers can prove that Bendix V.H.F. Two-Way Radio will save time and money—will speed your operations. Write today for further details.

BENDIX RADIO
REG. U. S. PAT. OFF.

BENDIX RADIO DIVISION
Bendix Aviation Corporation
BALTIMORE 4 • MARYLAND

PRODUCT OF Bendix AVIATION CORPORATION

# *Easy does it!*



Easy on lading. Easy on roadbed. Easy on rolling stock. *Easy does it* when freight cars roll on smooth-riding Ride-Control Trucks.

Long, soft, flexible springs have *ample* reserve spring travel to cushion dynamic shocks under all load conditions.

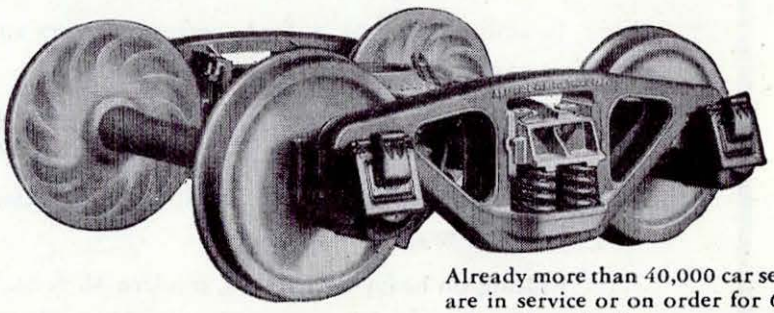
Uniform friction controls all bolster motion—*up, down, across*—steadies the ride on straightaways and curves; improves "tracking" at modern speeds for truly *modern* performance.

In every type of service, on every type of car, Ride-Control means an easy ride, and all-round *operating economy*. Weight and price are in the range of conventional truck designs.

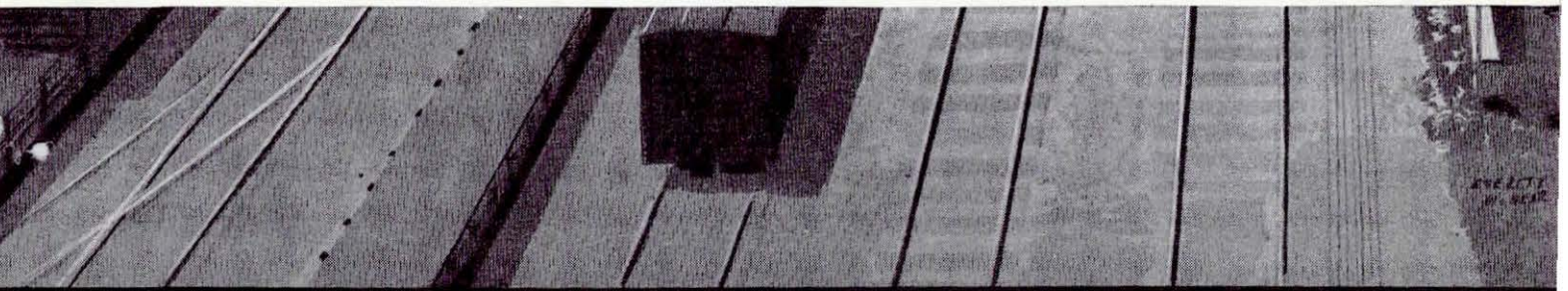
## A·S·F *Ride-Control* TRUCK

**NO SPRING PLATES—NO SPRING PLANKS**

**LONG SPRING TRAVEL • CONSTANT FRICTION CONTROL**



Already more than 40,000 car sets are in service or on order for 64 railroads and private car owners.



# AMERICAN STEEL FOUNDRIES

MINT-MARK OF ⬡ FINE CAST STEEL

# A BRIDGE LINE THAT *Speeds Freight!*

THE MINNEAPOLIS & ST. LOUIS RAILWAY CO. — THE PEORIA GATEWAY

FOR THREE-QUARTERS OF A CENTURY,

## *The* Minneapolis & St. Louis *Railway*

has contributed to the Progress and Prosperity of The Midwest by providing Fast, Dependable Freight Service for its Agriculture and Industry.

In addition, the M. & St. L. serves Shippers and Receivers of Freight in all parts of the country by operating as an essential

## *Bridge Line*

through strategic connections, in Illinois, Minnesota, Iowa and South Dakota, with both Eastern and Western Railways.

Rolling on heavy-duty tracks, modern M. & St. L. equipment, like the big new Diesel Locomotives in the picture, moves Transcontinental Freight faster

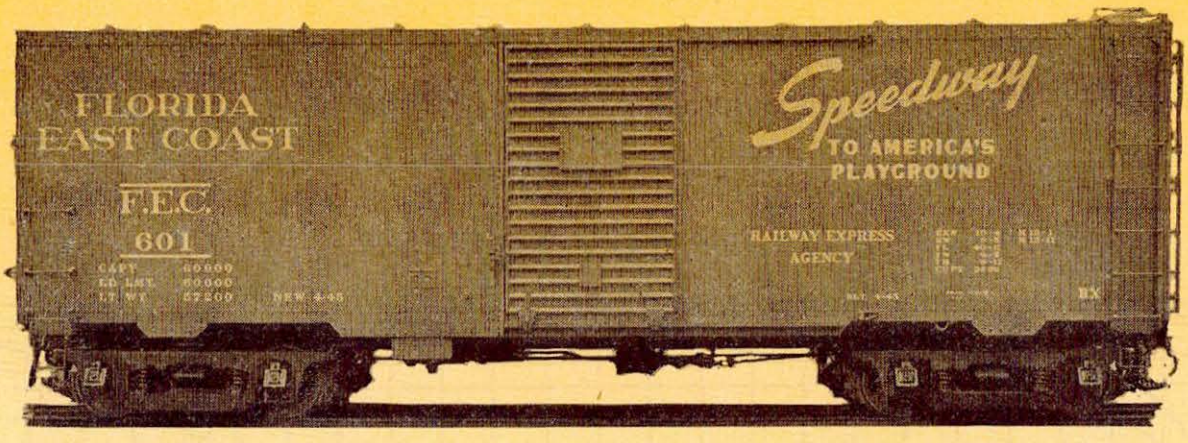
## *Via Important Connecting Line Gateways*

## *The* Minneapolis & St. Louis *Railway*

TRAFFIC OFFICES IN 36 KEY CITIES

GENERAL OFFICES: NORTHWESTERN BANK BUILDING, MINNEAPOLIS 2, MINN.

# Magor




## Designers and Manufacturers of Freight Cars of All Types Including Air Dump Cars

**MAGOR CAR CORPORATION**

50 Church Street

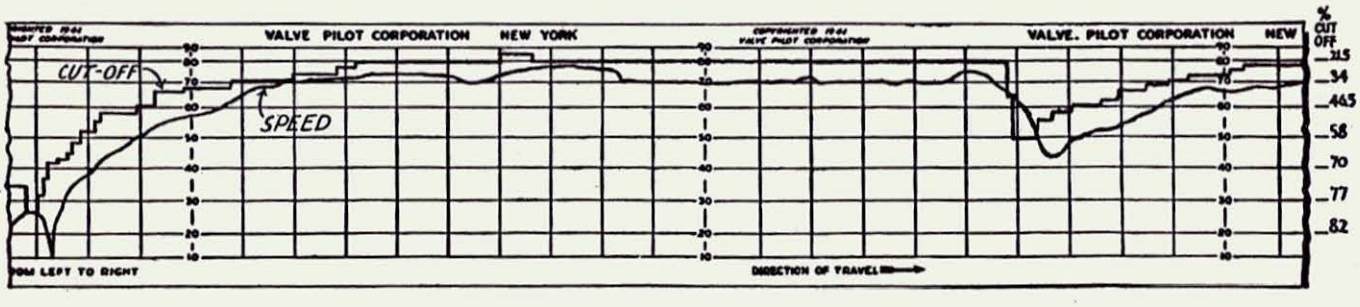
New York 7, N. Y.

# Consistent Overnight Delivery

***VALVE PILOT CERTIFIED LOCOMOTIVE OPERATION ASSURES IT.***

**VALVE PILOT**

**Autographic Certificate**




Provides for crew and officials a record of speed, cut-off and performance over the entire run.

**VALVE PILOT CORPORATION**

230 Park Avenue, New York 17, N. Y.

# HOLLAND...

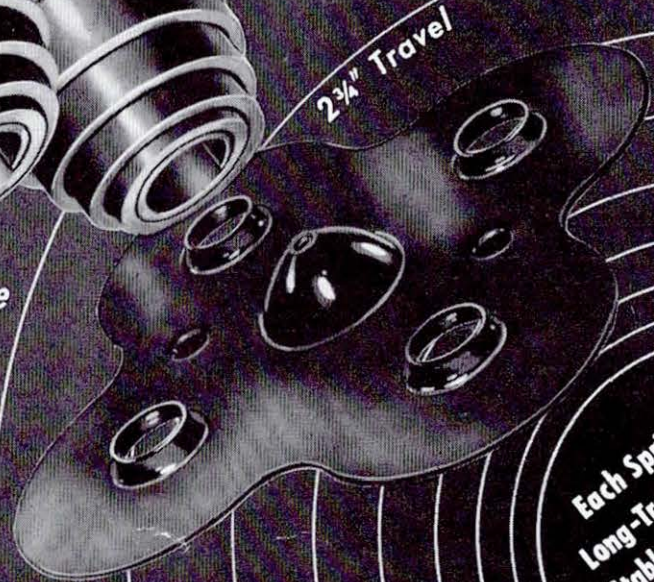
## The DOUBLE DUTY Springs

(1) LOAD CARRYING — long travel

(2) SNUBBING — without extra parts

The *Volute* Spring not only carries the load, but it's the friction snubbing element.

FOR EXISTING TRUCKS— to fit them for high speed service.



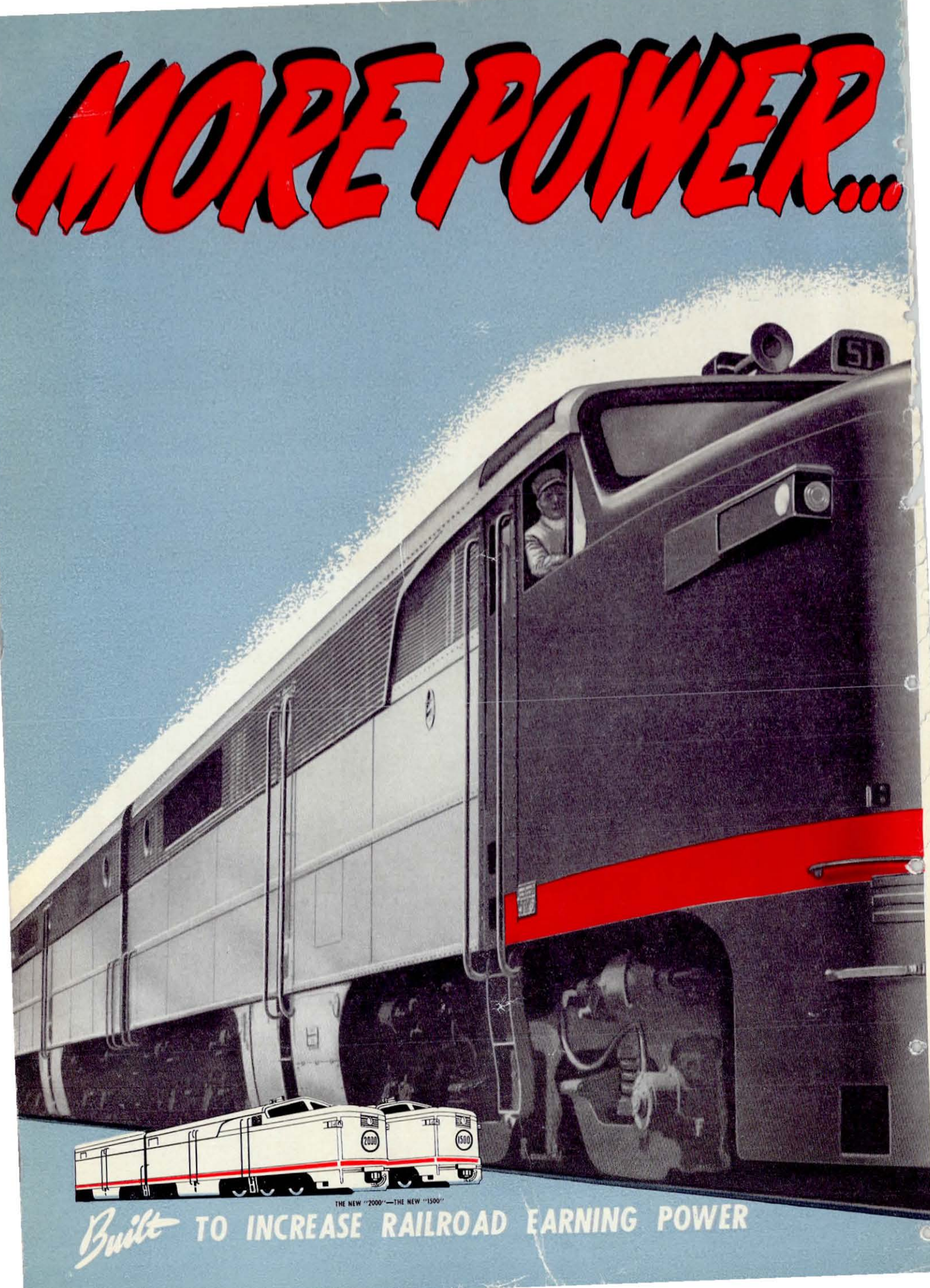

50-Ton Holland *Ride-Ease* Volute Spring Nest STYLE C-200

Each Spring a Soft, Long-Travel, Vertically-Stable, Self-Controlled, Load-Carrying Spring

332 S. MICHIGAN AVE. HOLLAND COMPANY CHICAGO 4, ILLINOIS

2042

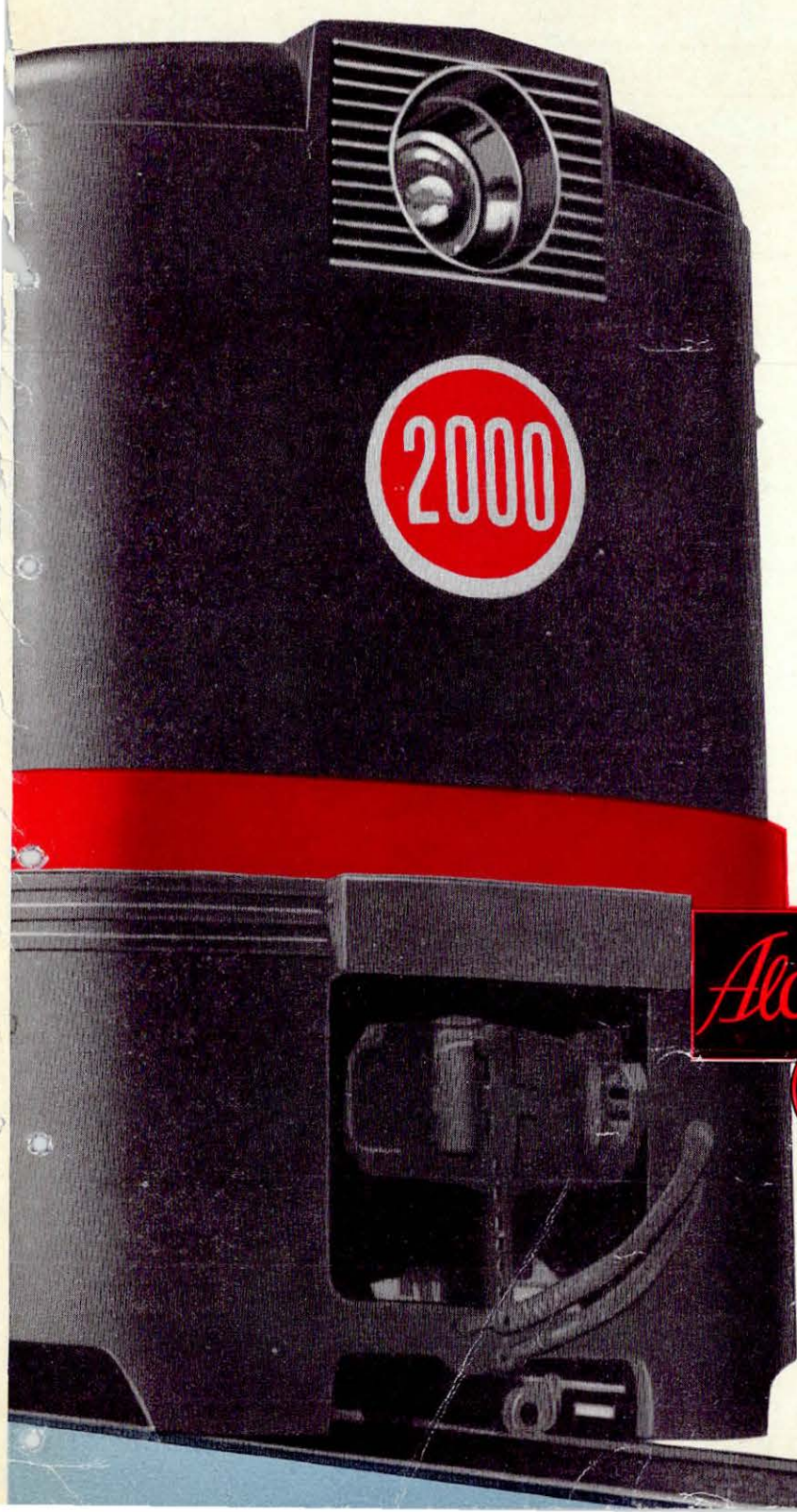
# MORE POWER...




THE NEW "2000"—THE NEW "1500"

*Built* TO INCREASE RAILROAD EARNING POWER

# FEWER UNITS




Unusually high reserve power is built into this mighty passenger locomotive. Its single, 16-cylinder, turbosupercharged diesel engine delivers a full 2000 hp for traction—but, more important, does it easily with plenty of power to spare.

As a result, this locomotive can handle a variety of passenger assignments over a railroad's entire system with more flexibility, often fewer units. For example, on a mountainous eastern road with grades as steep as two per cent, a two-unit, *4000-hp* locomotive recently handled fast passenger trains between Buffalo and New York in both directions *without helper service.*

This was the first time in the history of this road that a single locomotive—either steam or diesel-electric—had proved capable of doing this job.

Elimination of costly helper service is only one saving this great new diesel-electric makes possible. Your Alco or G-E representative will be glad to give you more complete information on its outstanding performance.

Alco GE

**AMERICAN LOCOMOTIVE and GENERAL ELECTRIC**

113-177-9580

# *Permanent* HAIRINSUL

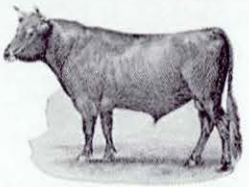
# CUTS SPOILAGE CLAIMS

## on refrigerator car shipments

When HAIRINSUL lines the car, perishable lading reaches its destination in better condition . . . with less time out for re-icing . . . with fewer chances for spoilage claims.

HAIRINSUL is *all hair* in flexible blanket form never shifts, never separates, packs down, pulverizes or decays.

In every way, HAIRINSUL is *the permanent refrigerator car insulation*. Write today for samples and complete engineering data.



**Hair Is Nature's Own Insulation...**

It's nature's protective covering for animal life...it's a barrier against extreme outside temperature changes. HAIRINSUL is made of animal hair...one of the best reasons why HAIRINSUL is accepted as the finest of all insulating materials for refrigerator cars.

**AMERICAN HAIR & FELT COMPANY**

Dept. 6C-11 Merchandise Mart, Chicago 54

*Hairinsul*

**ALL HAIR INSULATION FOR REFRIGERATOR CARS**

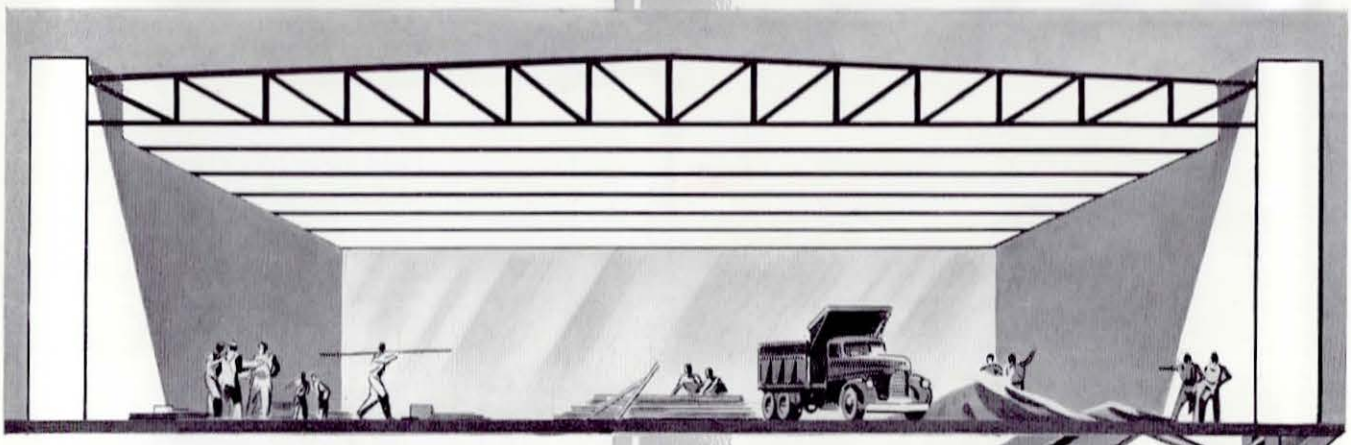
*Refreshments!*

# Once upon a time this custom was modern

It's a big step from "10 minutes for lunch" to modern luxury diners – yet the railroads took it in stride as part of their development • This advance is typical of railroad progress. It is likewise typical of the advance Airco has made in adapting the latest, most modern oxyacetylene processes to the service of the railroads • Today, the Airco Plan meets the exacting standard of railroad requirements. It helps you cut costs . . . use the acquired skill of your own trained personnel . . . promote organized methods of work . . . and increase oxyacetylene process efficiency.

AIRCO **AIR REDUCTION**
*60 East 42nd Street, New York 17, N. Y.*

# *Now* ··· CLEAR SPANS UP TO SIXTY-FOUR FEET



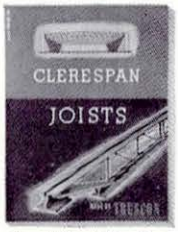
## WITH TRUSCON CLERESPAN *Joists*

● Truscon "Clerespan" Joists can be used advantageously in buildings for all types of service regardless of their location. They are ideally adaptable for the safe, fire-proof construction of garages, halls, auditoriums, gymnasiums, factories and other structures where wide, column-free areas are required.

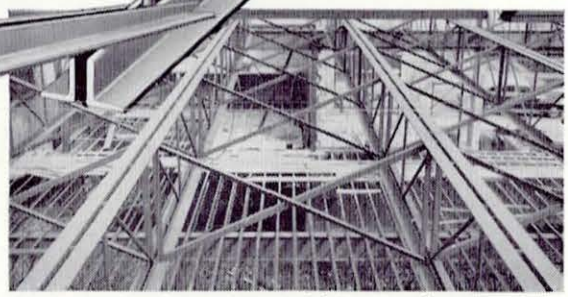
*Truscon "Clerespan" Joists offer these distinctive features:*

1. **Can be used for unusually wide spans up to 64 feet.**
2. **Equally adaptable to roof and floor construction.**
3. **Economical in cost.**
4. **Light in weight.**
5. **Fire-resistant.**
6. **Easily and speedily erected.**
7. **Can be accurately located in a structure and easily inspected.**
8. **All connections electrically arc welded.**
9. **Open web system allows passage of pipes and conduits.**
10. **Completely shop fabricated, and reach the job ready to install.**

Ask experienced Truscon engineers for assistance in helping you develop efficient floor areas with Truscon Clerespan Steel Joists.




*Send for this free catalog.*



● **Typical roof construction with Truscon Clerespan Joists**

● **Wide, column-free areas achieved with Truscon Clerespan Joists**

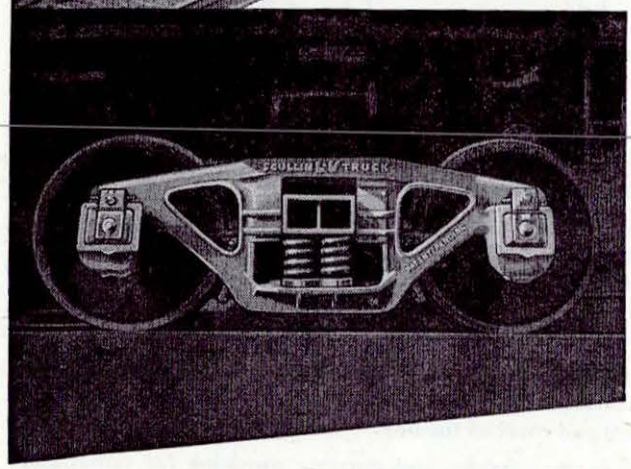
**TRUSCON STEEL COMPANY**
Reg. U. S. Pat. Off.
**YOUNGSTOWN 1, OHIO** • **Subsidiary of Republic Steel Corporation**

**Manufacturers of a Complete Line of Steel Windows and Mechanical Operators . . . Industrial Steel Doors . . . Steel Joists . . . Metal Lath . . . Complete Steel Buildings . . . Steeldeck Roofs . . . Reinforcing Steel . . . Radio Towers . . . Steel Boxes and Platforms . . . Foundry Flasks . . . Weltruss Crossings.**

# FAST FREIGHT ARRIVES SAFER

## *When it's Completely Cushioned*

*by* **SCULLIN** LATERAL-VERTICAL L-V CUSHIONED MOTION **TRUCK** *The New*



Now you can meet the demand for higher-speed freight service – and still slash lading damage losses. The ingenious new Scullin L-V Truck design completely cushions *both* lateral and vertical motion – ends destructive lurch and sidesway – makes stepped-up schedules safe for lading, cars and track.

It's simple, sturdy, trouble-free • No costly, hard-to-maintain attachments • Assures constant, controlled truck alignment • Price and weight are comparable to conventional trucks.

FOR COMPLETE DETAILS WRITE:

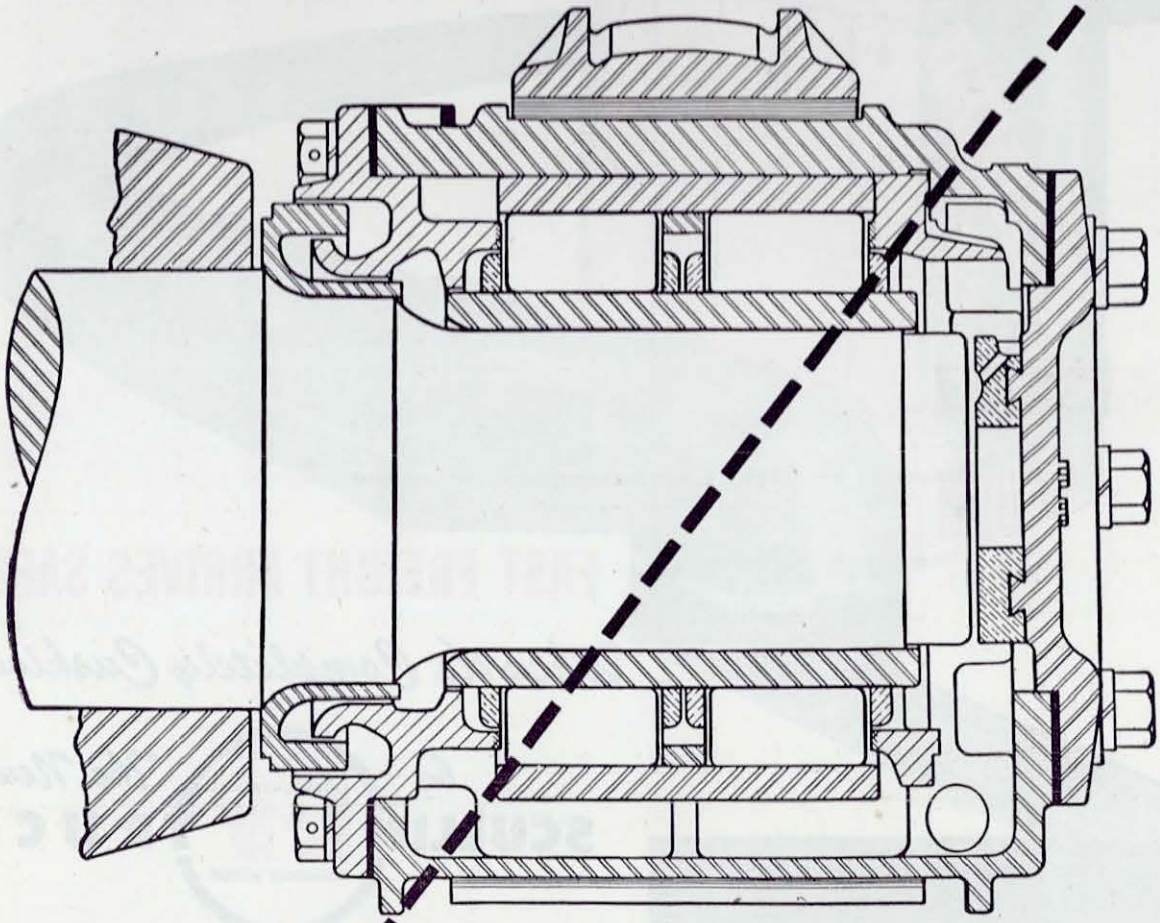
STEEL CASTING MANUFACTURERS SINCE 1899

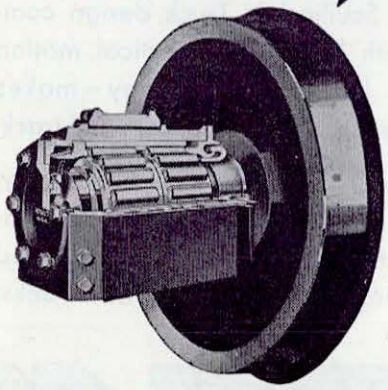
# SCULLIN STEEL CO

SAINT LOUIS 10, MISSOURI

NEW YORK • CHICAGO • PHILADELPHIA • CLEVELAND • ST. PAUL • BALTIMORE • RICHMOND, VA. • MEXICO CITY, D. F.

# EXTRA LOAD CARRYING CAPACITY IS DESIGNED INTO HYATT ROLLER BEARING RAILROAD JOURNAL BOXES





Both the bearings and the journal boxes are ruggedly constructed throughout and radial and axial loads are separately provided for.

Two large roller assemblies capable of operating millions of miles are designed to carry the predominant radial load in the simplest manner. The straight cylindrical rollers and races that make up the assemblies absorb the radial load and radial load only. No load carrying capacity is sacrificed by attempting to absorb thrust loads in the bearings themselves.

The intermittent axial or thrust loads are separately and adequately absorbed by a simple bronze thrust block operating against the smooth end of the axle and supported by the front end cover of the box.

Generous proportions, excess capacity, and separate provision for radial and axial loads provide greater life expectancy for Hyatt Roller Bearing Journal Boxes.

Consider the many advantages of Hyatt Railroad Journal Boxes when you specify equipment for new cars. Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

**HYATT ROLLER BEARING RAILROAD JOURNAL BOXES**

# Railway Age

With which are incorporated the Railway Review, the Railway Gazette, and the Railway Age-Gazette. Name registered in U. S. Patent Office.

Vol. 121 November 23, 1946 No. 21

PUBLISHED EACH SATURDAY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION, 1309 NOBLE STREET, PHILADELPHIA 23, PA., WITH EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y., AND 105 W. ADAMS STREET, CHICAGO 3, ILL.

WASHINGTON 4, D. C.: 1081 NATIONAL PRESS BUILDING—CLEVELAND 13: TERMINAL TOWER—SEATTLE 1: 1033 HENRY BUILDING—SAN FRANCISCO 4: 300 MONTGOMERY STREET, ROOMS 805-806—LOS ANGELES 14: 530 WEST 6th STREET—DALLAS 4: 2909 MAPLE AVENUE.

SAMUEL O. DUNN, CHAIRMAN. HENRY LEE, PRESIDENT. ROY V. WRIGHT, VICE-PRESIDENT AND SECRETARY. F. H. THOMPSON, F. C. KOCH, R. E. THAYER, J. G. LYNE, H. E. McCANDLESS, S. WAYNE HICKEY, C. MILES BURPEE, VICE-PRESIDENTS. J. T. DeMOTT, TREASURER. RALPH E. WESTERMAN, ARTHUR J. McGINNIS, ASSISTANT TREASURERS.

SAMUEL O. DUNN, EDITOR. ROY V. WRIGHT, MANAGING EDITOR. JAMES G. LYNE, ASS'T TO EDITOR. NEAL D. HOWARD, WESTERN EDITOR. C. B. PECK, ALFRED G. OEHLER, E. L. WOODWARD, J. H. DUNN, H. C. WILCOX, CHARLES LAYNG, GEORGE E. BOYD, WALTER J. TAFT, M. H. DICK, W. H. SCHMIDT, Jr., C. L. COMBES, C. B. TAVENNER, CHARLES ROBINSON, MAURICE PEACOCK, FRED W. SMITH, SHERMAN DAVIS, FRED C. MILES, WALTER L. TURNER, Jr., G. J. WEIHOFEN, GEORGE JOHNSON. LIBRARIAN: EDITH C. STONE. EDITORIAL ASSISTANT: ELAINE C. FARRAR.

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PAPERS (A. B. P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.).

SUBSCRIPTIONS, INCLUDING 52 REGULAR WEEKLY ISSUES, AND SPECIAL DAILY EDITIONS PUBLISHED FROM TIME TO TIME IN NEW YORK OR IN PLACES OTHER THAN NEW YORK, PAYABLE IN ADVANCE AND POSTAGE FREE. UNITED STATES, U. S. POSSESSIONS AND CANADA: 1 YEAR, $6.00; 2 YEARS, $10.00; OTHER COUNTRIES NOT INCLUDING DAILY EDITIONS: IN WESTERN HEMISPHERE 1 YEAR $10.00; 2 YEARS $16.00; OTHER COUNTRIES 1 YEAR $15.00; 2 YEARS $25.00. SINGLE COPIES, 50 CENTS EACH. H. E. McCANDLESS, CIRCULATION MANAGER, 30 CHURCH STREET, NEW YORK 7.

# In This Issue

Page

***Scranton Diesel Shop Is Different*** ..... ***868***

The Lackawanna combined part of an old building with new construction to secure efficient facilities for running maintenance and repair of Diesel power.

***State Commissioners in Annual Meeting*** ..... ***872***

The National Association of Railroad and Utilities Commissioners take their traditional stand against "federal encroachment" and seek policies for regulation of air transport.

***I. C. Builds Aluminum Refrigerator*** ..... ***875***

The Illinois Central's 40-ton, all-purpose car is equipped with convertible bulkheads, stage icing, Duryea underframe, Type A-3 trucks and other improved service features.

## EDITORIALS

No New Labor Laws Needed ..... 865
Open House ..... 866
It Will Not Go On Forever ..... 867
Where the End Justifies the Means ..... 867

## GENERAL ARTICLES

Scranton Diesel Shop Is Different ..... 868
State Commissioners in Annual Meeting ..... 872
I. C. Builds Aluminum Refrigerator ..... 875
Many Pay Tribute to John J. Pelley ..... 880
Railway Material Buying Continues High ..... 882

## GENERAL NEWS ..... 884

## WITH THE GOVERNMENT AGENCIES ..... 893

*The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service.*

★

*PRINTED IN U. S. A.*

# THERE IS NO DISTANCE LIMIT when "UNION" Coded Carrier Control serves "UNION" C.T.C!

"UNION"
C T C
TRAIN OPERATION BY SIGNAL INDICATION

A C.T.C. machine in Nevada controls a 171-mile territory extending into California. A machine in Iowa directs train movements 153 miles away in Missouri—the nearest end of the C.T.C. territory is over 100 miles from the control point. Another machine in Texas controls a territory having the most remote functions located in Oklahoma, 210 miles from the machine, with the nearest functions located approximately 110 miles from the machine. These are typical examples of how "Union" Coded Carrier Control and Centralized Traffic Control overcome distance barriers.

Now comes added evidence. Control and indication codes of a C.T.C. system on the Pennsylvania Railroad were transmitted between its Brady Tower, Pennsylvania and the 65-mile controlled territory by means of communication circuits totaling *more than a thousand miles in length*. Control codes were conveyed: 60 miles by "Union" Coded Carrier Control on Pennsylvania Railroad communication pole line to Pittsburgh; 550 miles by commercial telegraph carrier to Philadelphia via Washington; 90 miles by beamed radio to New York; 370 miles by commercial telegraph carrier to Pittsburgh; 60 miles by "Union" C.C. Control to the C.T.C. territory where the usual d.c. line over the 65-mile Red Bank, Pa. to Oil City C.T.C. section was employed! . . . a total distance of 1195 miles. Indication codes were transmitted from the field back to the C.T.C. machine over the same route and facilities, but in reverse order.

Here then, is new proof that distance offers no problem in the efficient operation of "Union" C.C. Control—that it can team to advantage with C.T.C. wherever your railroad desires efficient, economical, dependable control of *any* desired length of territory from *any* control point.

## UNION SWITCH & SIGNAL COMPANY

SWISSVALE PENNSYLVANIA

New York Chicago St. Louis San Francisco

# The Week at a Glance

**LESS LAW—LESS LICENSE:** With the miners' union again threatening to upset the industrial applecart—and the resolution of the present crisis, if recent history is any guide, isn't likely to make its early recurrence any less probable—it is particularly timely to inquire how the big league industrial warfare that is so seriously throwing the national economy out of kelter can be terminated. Our leading editorial makes the point that, while labor leaders' excesses perhaps can be curbed by a practically tyrannical government, at least for a time—and such procedures have been seriously proposed—there is a less dangerous and more certain alternative. The remedy is not another law. It is to repeal those laws already on the books that have provided an umbrella—perhaps it would be more accurate to say a bomb-proof shelter—to shield tyrannical and ruthless labor leaders from the operation of legal safeguards against monopolistic excesses that apply to everybody else.

●

**SNAFU:** As consumers of about 25 per cent of the nation's bituminous output, and as transporters of almost all of it, the railroads suffer acutely from the frequent mine shut-downs Mr. Lewis dictates. The carriers' experiences during the coal strike earlier this year make it easier for them to conform to the O.D.T. order requiring a 25 per cent curtailment of coal-powered passenger trains, and to prepare for further cuts in service, if required, but these emergency measures are no more palatable because they are becoming almost routine. Diesel-electric and other oil-burning and electric locomotives will have to pinch hit, so far as possible, in place of coal-burners, a fact that in itself ought to give the miners cause to wonder where Mr. Lewis is leading them. That he dares so to lead them is a consequence of the aggrandizement of labor leaders' monopolistic powers by office holders afraid of the unions' political strength. On page 865 is suggested a prescription to curb this infection that continues to eat away the nation's economic strength and to shorten the life expectancy of democratic government.

●

**LACKAWANNA SHOP:** This week's engineering article describes the Lackawanna's facilities at Scranton for servicing and repairing Diesel-electric locomotives. By combining part of an existing building with new construction a lay-out has been developed for efficient maintenance and overhaul work on the road's growing fleet of this type of power. Its design and development reflect the careful consideration given lighting and ventilation equipment and the attention paid to fire prevention.

●

**FOR COORDINATION:** Modification of the Interstate Commerce Act and other legislation to put all forms of domestic transportation under a single regulatory authority, and then to permit and foster voluntary coordination of different types of transportation where the public interest is advanced—these are the recommendations of the Railway Business Association to the House committee studying ways to translate the national transportation policy more effectively into action. The basis of the association's proposal is outlined in the news pages. It is further detailed in a comprehensive study of the whole question of transportation coordination prepared by Harvey Middleton, the association's executive vice-president, the contents of which are briefly reviewed in the same article.

●

**C. & O. CAR ORDER:** Announcement appears in the news pages of the award to Pullman-Standard of a contract to build 284 passenger-train cars for the Chesapeake & Ohio and affiliated railroads. The $26 million order includes coaches, dining cars, and sleeping cars which, along with other equipment ordered since the war, will enable those roads to make up all main-line trains with the most modern equipment.

●

**YOUNG ON THE STAND:** The Chesapeake & Ohio's hard-hitting chairman appeared at an I.C.C. hearing this week to recount his objections to the proposal of a group of 46 railroads to buy the Pullman Company, which Pullman, Inc., is required to dispose of under a federal court order resulting from anti-trust charges pressed by the Department of Justice. Mr. Young's testimony, summarized in the news columns, indicates clearly that he continues to see the fine Italian hand of Wall Street banking houses directing railroad maneuvers—and that he continues to take umbrage at what he sees. His lawyers have urged the commission to defer action on the railroad group's offer to buy Pullman until the Supreme Court has acted on the anti-trust lawyers' appeal from the lower court's approval of the transaction.

●

**NO DANGER!:** In its dilatory treatment of the railroads' application for authority to increase freight rates toward a current-cost-of-living basis the Interstate Commerce Commission evinces no particular need for the sort of advice given the assembled National Association of Railroad and Utilities Commissioners at their Los Angeles meeting (reported on page 872). That advice was to the effect that regulatory agencies should take care not to approve rates higher than necessary.

●

**IN BRIEF:** Complete abandonment of an interstate railroad, the Pittsburg, Shawmut & Northern, is recommended by an I. C. C. examiner. . . . The Santa Fe and Illinois Central are asking for authority to haul freight by air. . . . Ten months' ton-miles were 16 per cent under last year. . . . The commission plans to look further into the question whether supervisors are employees for Railway Labor Act purposes. . . . Net for the year ended with September was a deficit of $278 million, before tax credits. . . . Combustion apparatus and fly ash separators for the new coal-gas turbine locomotives are to be tested at the Fontana, Cal., Kaiser steel plant. . . . Sidney Anderson of Minneapolis is the new Transportation Association president.

**DIESEL DATA:** Some idea of what the growing use of Diesel power on the railroads means and can mean to the coal industry — including the members of Mr. Lewis' union — is delineated in the latest I.C.C. "Monthly Comment," reviewed this week. If coal-burning locomotives had performed the work done by Diesels during the first eight months of this year, the railroads would have used 21 per cent — over 14 million tons — more coal than they did use, the commission's statisticians say. The significance of these computations is further emphasized by comparison with 1940 data for the same period, revealing an increase of 338 per cent in Diesel switch engine hours, of 335 per cent in Diesel-powered passenger car-miles, and of 24,475 per cent in Diesel-powered gross ton-miles. Mr. Lewis' answer to these statistics, and comparable ones from other industries, is to make coal cost more. Substitute fuels are available for the railroads to burn, but it promises to be considerably more difficult for them to find substitute traffic for the coal that won't be hauled.

●

**REEFER PROGRESS:** Recent experimental developments in refrigerator car design, the subject of an illustrated feature article and of news stories in this issue, are evidence that the railroads realize that it is up to them to produce better transportation of perishables, and that they are determined to meet the challenge in that field which competing transportation agencies are loudly threatening. More efficient cooling and substantial weight reduction are important objectives in the planning and construction of these modern cars.

●

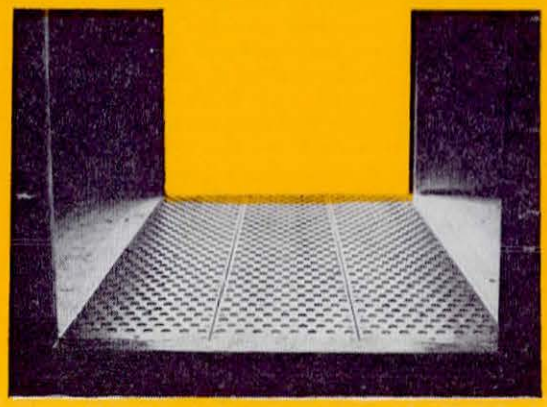
**COST OF "COMPETITION":** Sometimes he feels that advocates of fair play in the government's treatment of all types of transportation are only "spitting against the wind," says the Southern's president. But Mr. Norris continues to cherish the hope that harder and more effective work in this direction will result, before it is too late, in a "new deal" for the owners of the railroads; that it will result in convincing a sufficiently powerful segment of voters and taxpayers that some forms of transportation are not inherently and by constitutional right entitled to live on a dole appropriated from the public treasury. His further remarks on this subject, made at an address to the Traffic Club of Chicago, are reported in this issue.

●

**SANTA FE TO ST. LOUIS?:** What the Santa Fe and the Burlington propose to do in the way of line betterments and service improvements if their proposed acquisition of the Alton's line across central Missouri goes through is reported in the week's news. Presidents Gurley and Budd, appearing at the I.C.C. hearings at St. Louis, made it clear that they intend to give the present Kansas City-St. Louis short lines some exciting competition, and those carriers, in registering their protests, have left no doubt that they are perfectly well aware of it.

# "Standard"

# METAL FLOOR PROTECTORS



BOX
AUTO
OR
FLAT
CARS

- DOUBLES THE STRENGTH OF CAR FLOORING
- REDUCES FLOOR MAINTENANCE COSTS
- PERFORATIONS PROVIDE A NON-SKID SURFACE AND ADEQUATE MEANS FOR BLOCKING LADING

## STANDARD RAILWAY EQUIPMENT MFG. COMPANY

HAMMOND, INDIANA

WORKS: HAMMOND, INDIANA NEW KENSINGTON, PA.

CHICAGO OFFICE—310 S. MICHIGAN AVE.

RAILWAY AGE

# No New Labor Laws Needed

There is every reason to believe that the victorious Republicans in the new Congress will attempt by legislation to find some remedy for the trouble with organized labor which has disgraced the past year of reconversion and inexcusably retarded the return of the American people to decent living conditions. There is much less reason, however, to suppose that the Republicans will provide genuine correction of this trouble—that is, by dealing with causes instead of symptoms—unless those with knowledge of the situation as it actually exists will bestir themselves at once to arouse a livelier public understanding of the nature of the difficulty.

It is seldom that a government official, whatever his politics, offers a solution for a social or economic distemper except to poultice the abscess with more government and more regulation. President Truman provided a typical example of this attitude of mind at the time of the railroad strike last May, when the corrective he sought for abuse of monopolistic power by two of the railway unions was a grant to the Administration of practically tyrannical power over the unions. A young boy, that is, is given a gun with which, possibly without malice, he shoots up the neighborhood, but it never seems to occur to the politicians that the remedy for the trouble is simply to disarm the lad or take his ammunition away from him.

## The Bureaucrats' Prescription

Following the traditional political pattern for such conditions, there has now developed a considerable opinion favoring compulsory arbitration of labor disputes or the establishment, even, of a great nation-wide system of labor courts. It is conceivable that such coercive apparatus *might* eventually prove to be necessary—but it was not found to be so before the unions were given their present unwarranted immunity from the general statutes, and if this immunity were withdrawn, quite likely labor disturbances would again subside. At any rate the common-sense way to deal with a complex problem is, first, to reduce it to its simplest terms before a solution is attempted. A forthright attack on the evident causes of the present difficulty should be tried before the harsh expedient of denying to employees the right to quit their jobs is adopted, and before burdening the country with a vast addition to the federal regulatory bureaucracy.

At all hazards, the proposed compulsory arbitration or labor courts must be restricted to industries in the public utility category (i. e., those where cessation of operations seriously endangers the public welfare or safety)—for the ineluctable reason that, *unless a relatively free market for labor is retained throughout most of the economy, the arbitrators or "labor courts" will have no standards of fair wages and working conditions, except their personal prejudices, to apply in the disputes which they must adjudicate.*

## What to Repeal

A "first-things-first" program for ending the country's industrial warfare, therefore, ought to consist, not in the concoction of a lot of elaborate new legislation, but in running through a check list of the labor legislation of the past fifteen years, marking down for repeal all those statutes which deliberately encourage ruthless monopoly practices; which exempt the unions from laws which everybody else has to obey; and which arbitrarily handicap the employer in resisting unreasonable demands. Such a list is conveniently available in a pamphlet, "The Law of Labor," by Murray T. Quigg, published by the National Industrial Conference Board, New York, at the modest price of a quarter. A partial list of this legislation, and the minimum action necessary to remove the damage it has done, follows:

*Norris-LaGuardia Act* (1932) forbids "yellow-dog" contracts (requiring employees not to join a union); immunizes officers of unions and the unions themselves from responsibility for illegal acts by union agents (contrary to the practice with respect to corporations and officers of corporations who are held to a large degree of accountability for acts of corporation agents); makes it practically impossible to secure injunctions from federal courts restraining unions from unlawful acts, thereby encouraging violence and conferring upon unions a privileged position not enjoyed by any other class of citizens or associations.

Obviously—unless Congress wishes to perpetuate for the unions the immunity from restraints which have been found necessary and just for every other element of the community—then this act should be repealed in its entirety, with the single exception of the clause forbidding "yellow-dog" contracts, which is a reasonable safeguard for the rights of the individual. However, if the employer is to be denied the right to discriminate against an employee or to discharge him because he joins a union, he should equally be denied

the right to require that the employee join or remain a member of a union in order to hold his job. This provision is contained in the Railway Labor Act.

*National Labor Relations Act* (1935) sets up the National Labor Relations Board (1) to provide election machinery by which employees select their bargaining agents and (2) to restrain employers from engaging in so-called "unfair labor practices," among which practices are included making contributions to a so-called "company" union; or (as the act has been interpreted) raising wages without first "bargaining" with the union; or advising employees regarding joining or not joining a union.

This law was held constitutional by straining to the limit the clause which empowers Congress to regulate interstate commerce. If it is not repealed outright, the act should be amended to restrict its application to concerns actually and actively engaged in interstate trade; and "unfair labor practices" should be specifically and narrowly defined, with the same prohibitions applied to unions as are applied to employers.

*Fair Labor Standards Act* (1939) is a law under which the federal government, again by stretching the commerce clause to the bursting point, is given control over maximum hours and minimum wages in practically all of the country's industry. Political regulation of hours and wages, except possibly for women and minors, is an unjustifiable invasion of economic freedom which ought not to be tolerated; and is a contradiction of the principle of collective bargaining. The act should be repealed. If that is impossible, then, at least, its scope should be rigorously limited to actual interstate commerce.

### Adjustment Board's Anomalous Place

*Railway Labor Act* (as amended in 1934) establishes the so-called Adjustment Board in the railroad industry, so constituted as to facilitate decisions which have largely extended the practice of "featherbedding," i. e., payment for work not done and requiring the employment of unneeded labor. This board keeps no record of proceedings before it, and its decisions are not subject to court review.

The Association of American Railroads, in its brief filed recently with the House Interstate Commerce Committee, in the investigation being conducted by that body into national transportation policy, suggested that the Adjustment Board be reformed to provide it with permanent "public" members; that the board be required to keep transcripts of its proceedings; and that court review be provided for its decisions. The Association also asked that there be a time limit set for the filing of claims before this board, to eliminate "stale" claims.

While the Association said nothing about the matter in its brief, the 1934 amendments to the Railway Labor Act made it illegal for the railroads to foster "company" unions—which is simply a handicap on the employer, making it that much easier for a "standard" union to establish a monopoly of labor. There can be no objection in the public interest to allowing "company" unions to exist, affording some healthy competition to the "standard" unions, so long as employees are not coerced. A national policy of diminishing labor disturbances by curtailing arbitrary legislation in favor of union monopolies would certainly require the elimination of unreasonable restrictions on "company" unions, as well as obstacles placed in the way of employing strike-breakers, and other such legislative favoritism which has fostered unrestrained monopolies of labor at the same time that monopolies of business have been vigorously prosecuted.

Space limitations prevent a complete listing of the statutes which should be repealed to correct present intolerable conditions in industrial relations. Enough have been mentioned, however, to illustrate the nature of the process. The apologists for the unions who, right now, are setting up the cry "you can't establish good labor relations by legislation" are quite right—but they neglect to add that a great deal can be accomplished by the *repeal* of legislation already on the statute books. The cure for the abuses arising from government meddling is not more of the same, but a reduction in its quantity and its one-sideness.

## Open House

From time to time railroad stations have been used as the site of temporary exhibitions of posters, resort displays, historic railroadiana and, at holiday seasons, for choral singing, but it has remained for the seven proprietary railroads of Indianapolis' Union Station to open such a facility to a permanent exposition of the industrial and commercial life of a city. A news item appearing in last week's issue reports the formal opening of the Indianapolis, (Ind.) Permanent Industrial Exposition, on November 7, in which six railroad presidents participated and at which scores of other carrier officers were present. A noteworthy feature of the exposition is that, while it contains no exhibits by the railroads involved, they have donated about 4,000 sq. ft. of floor space in their busy passenger terminal to the permanent display of the products of some 88 industries which have made the city great.

By such a stroke the participating carriers solidify the good will of the city's manufacturers and business leaders. The display cabinets of polished aluminum and glass—the shape and general appearance of which are patterned after the modern streamlined observation car—greatly enhance the appearance of the station and its interest for the public. Thousands who perhaps would not otherwise visit a railroad station will, as viewers of the exposition, be the "guests" of the railroads. And to their regular customers, the railroads now offer an extra fillip to travel.

The railroads not only have given the space, but also present to the exhibitors at least 10,000 guaranteed visitors daily—their normal passenger load through the station before the war. Further, they will publicize the show in menus and otherwise.

It is said that if you can once get a man into your home, his friendship is virtually won. The railroads of Indianapolis have thrown open their "home" to the city. To the owners of large and costly stations elsewhere in this land, the extended latch key and the invitation "open house" may offer a fruitful idea.

## It Will Not Go On Forever

There is an extremely important lesson to be learned from so simple a device as a pendulum—as long as it keeps on swinging, the wheels keep on turning; each cycle it swings to the extremes of its arc but, when it finally decides to stop swinging, it never stops at the extremes but always at the center. To anyone who has observed human behavior for a period of years, it is obvious that major upheavals resulting in what appear to be radical changes are but extremes in a violent swing that will sooner or later assume a position of stability midway between those extremes.

There are many aspects of the railroad industry today that are being subjected to violent change and there are none in which the swings of thinking to one extreme or the other are so widespread as in the matter of motive power. Never in all the history of railroading has there been so much to choose from and never, it seems, has the confusion of ideas and facts been so great.

Of one thing we are certain: the railroads always have explored and probably always will continue to explore the potentialities of everything new in the field of motive power, for there never has been a time when they were not under pressure to find the most economical way to haul trains. We hear constant complaints that they do not engage in research and that they are too slow to try out new things. But, if we endeavor always to keep an eye on the main objective through all the fog, one incontrovertible fact will continue to stand out—a locomotive is only a transportation tool and if it can't meet the test of cost it has no place on a railroad.

Let's look at an example of extreme thinking in this light. Again, as in the heyday of the ardor for electrification 25 years ago, well-worded epitaphs for the steam locomotive are being written—pointing to the fact that almost none has been ordered during the past two years and jumping to the conclusion that we might just as well "go modern" and take out a mortgage on our whole future to replace all of our steam power with Diesels. Fortunately, there are too many mechanical, operating and financial men in the railroad business who understand the lesson of the pendulum and are waiting—too patiently to please some people—for the swings to settle down.

Those who would abandon the steam locomotive today are offering as their principal current reason the extremely high cost of boiler maintenance—yesterday it was the high cost of maintenance of, and expensive delays due to, rods, boxes, motion parts, etc.—and yet if they would investigate what is actually going on they would discover that modern steam locomotives with some reserve of boiler capacity are turning in performances which, coupled with the reliability and economy of mechanical lubrication and roller-bearing running-gear assemblies, are going to produce cost figures that will give the predictors of an all-Diesel future something to think about.

The healthiest sign in the motive-power field at the moment is that mechanical and operating officers are becoming more and more cost-conscious. They are getting tired of having volumes of motive power operating cost figures laid in front of them that will not stand up under the test of penetrating analysis. They are going to find out for themselves; and on several roads service tests of steam and Diesel freight and passenger power are being made under conditions that will develop data that, for the first time since the current controversy began, may be the kind of comparative unit expenses figures that will be of some value—comparisons between *modern* steam power and modern Diesel power under modern operating conditions.

## Where the End Justifies the Means

In the vigorous war that is now being waged against tie-plate cutting of railroad ties—a form of damage that constitutes one of the deadliest enemies of the longer tie life that is so urgently needed today to reduce maintenance costs—the attacking forces are considering or testing a variety of measures. It is significant that some procedures vary widely from previous practice.

Consider, for instance, a test on the Denver & Rio Grande Western involving gluing the tie plates to the ties. At first thought this may seem to be an impractical approach, but preliminary results of the test are reported to be encouraging, with the rate of tie wear at the glued plates being materially less than at adjacent tie plates fastened in the usual manner. The important factor seems to be the use of a glue with certain special characteristics, such as enough body to prevent its being entirely squeezed out from underneath the tie plates, and the ability to remain somewhat tacky even at low temperatures. After the original test was made a better glue than that first used was found, and a more extensive test is being planned.

An altogether different approach to the problem is embodied in the suggestion, made to his colleagues in the United States by an engineering officer of a railroad in Europe, that tie-plate cutting, as well as other types of tie damage, can be greatly reduced or even eliminated by using, in place of flat tie plates, rolled steel rail chairs, with pads of resilient material under the rail bases. Briefly, his argument is that, because of their height and rigidity, such chairs make possible a more equitable distribution of the load over the bearing area, thereby reducing damage to the wood fibers. He also maintains that the use of such chairs would result in other important advantages in the form of reduced maintenance costs and better-riding track.

Equally unorthodox is the suggestion, made recently by a practical track man, that the service lives of many thousands of ties under relatively light rail could be prolonged materially if larger tie plates were installed *now*, without waiting until the rail is renewed.

It is not the intention to discuss here the merits of these schemes. We wish merely to observe that none of them, nor any other scheme that departs widely from conventional practice, should be rejected simply because it is novel. Since no moral issue is involved, the only important consideration is to get results, and, if the most promising means at hand for accomplishing the desired ends is not in line with precedent, then it is precedent that should be sacrificed, not the objectives.

General view of the south side of the shop. Note the numerous ventilators in the roof and the raised clerestory above the old shop roof

# *Scranton Diesel Shop Is Different*

**Part of an old building is combined by the Lackawanna with new construction to give it efficient facilities for the running maintenance and repair of its Diesel-electric power**

A SHOP completed recently by the Delaware, Lackawanna & Western at Scranton, Pa., for the servicing and repair of its Diesel-electric freight and switching locomotives possesses a number of unusual features. The central part of the shop is a converted portion of an old transverse-type locomotive erecting and machine shop, which has been flanked on both sides by new construction. The result is a floor plan with a track arrangement somewhat different from that found in most new Diesel shops.

Features of the shop include six tracks, at ground level, with two long inspection pits, three repair pits and one service pit; a 25-ton overhead traveling crane; a drop table; a side truck release table; and a depressed floor, with locomotive deck-level platforms above, in the area containing the inspection tracks. Service rooms are located beyond the ends of the tracks, all at the elevated platform level, with the exception of an engine overhaul room, which is at track level. Another feature of the shop is its lighting, which includes a large number of fluorescent fixtures. The facilities for delivering clean lubricating oil and distilled water also are somewhat unusual.

The Scranton shop, together with its outside facilities, was designed for the running maintenance and servicing of Diesels, such as inspection, cleaning, lubrication and washing, and also for regular and heavy repairs, including engine and truck overhauling, the changing out of complete Diesel engines, and electrical repairs, except the rewinding of traction motors and major repairs to generators.

In 1945 the Lackawanna received four 4,050-hp. Diesel road freight locomotives, four 2,700-hp. Diesel freight helper locomotives, and ten 1,000-hp. Diesel switching locomotives. At that time it already had in service 32 Diesel switchers ranging in capacity from 300 to 660 hp., and it now has on order, for delivery late this year, two 4,500-hp. road passenger Diesels, two 4,500-hp. road freight Diesels, and two 3,000-hp. freight helper Diesels. The present road Diesels are operated in through freight service between Scranton and Buffalo, N. Y., while the helper Diesels are used to assist heavy-tonnage freight trains over the mountain grades in both directions between Scranton and Stroudsburg, Pa., and west out of Scranton to Clark's Summit, Pa.

## Shop Location

The new Diesel shop is located in the northwestern part of the Scranton yards, south of the roundhouse at that point. The old erecting shop incorporated in the new layout is a brick structure, and was 100 ft. by 370 ft., extending in an east and west direction. It had a concrete foundation, steel sash, interior steel columns supporting steel roof trusses, and a high central clerestory bay extending the full length of the building, flanked on each side by a lower bay.

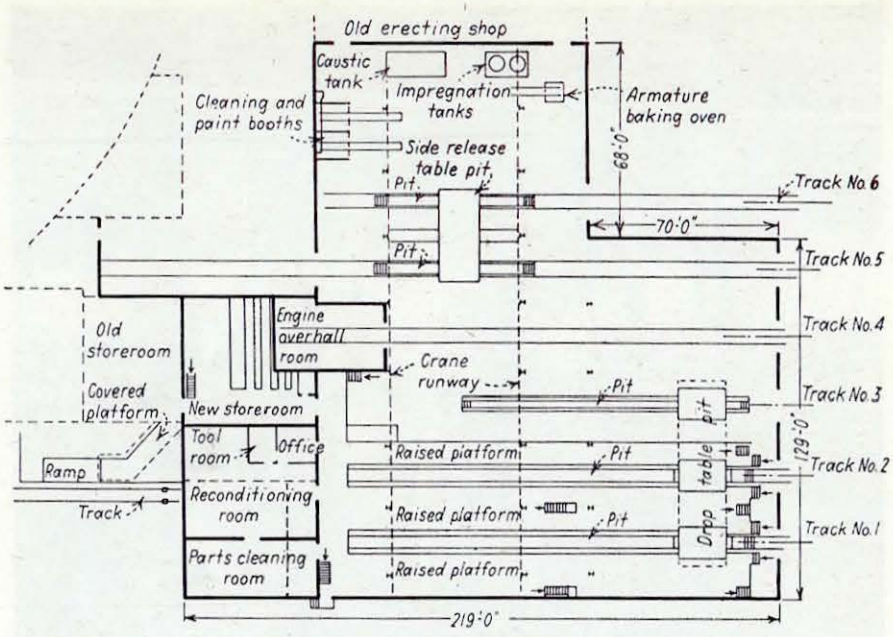
As one of the first steps in providing the new Diesel facilities, a concrete block partition was constructed transversely across the old erecting shop, approximately 197 ft. from the west end, to separate completely the new Diesel shop from the east end of the building, which is still used for steam locomotive work. With the west end of the old erecting shop as a nucleus for the new Diesel shop, the wall on its south side was removed for a distance of 129 ft.

from the west end and a new building unit, 129 ft. by 70 ft., was added as an extension to the south. This addition and the west end of the old erecting shop form one large, un-partitioned, L-shaped area for the main part of the Diesel shop, which now houses six tracks parallel with the former erecting shop tracks.

On the north side of the old erecting shop, a second addition was made to the shop, approximately 49 ft. by 108 ft. in plan, which provides service rooms, a storeroom and an office on the main floor, and locker, lubricating-oil refining and oil storage rooms in a basement. This section of the new shop connects with an old storeroom west of the roundhouse, and a stub track served by a new platform along the west side of the old storeroom provides means of unloading parts and equipment at the shop. New lubricating oil also is unloaded at the end of this track.

As may be seen in the floor plan of the shop, four parallel tracks enter the building from the south. Two other paralleling tracks within the building have no outside rail connections although large doorways are provided in the south face of the building for future connections if that should become desirable. The tracks are numbered 1 to 6 from west to east. Tracks 1 and 2 are for running maintenance, and are surrounded by a depressed floor level. These tracks extend 157 ft. into the building.

The other four tracks are repair tracks for specialized operations, and are all surrounded by floor areas at top-of-rail level. Tracks 3 and 4, 105 and 183 ft. long, respectively, with no outside connections, are used for truck release and engine overhauling. Track 5, which is used for making heavy road locomotive repairs, passes through the shop, out the north side, and alongside the new and old portions of the storeroom to a stubbed end. Track 6, farthest to the east, and just beyond the new south-side extension to the old shop, extends 78 ft.




**General floor plan of the shop, showing the various tracks and service areas**

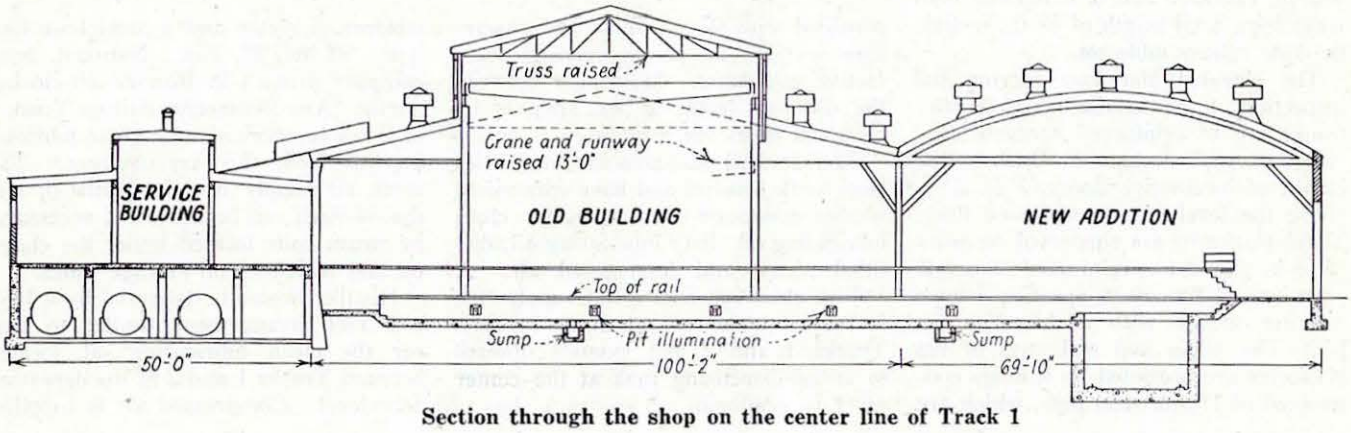
into the building and is used for the heavy repair of switching locomotives. An outside washing platform is located on Tracks 1 and 2 about 65 ft. south of the shop, while fueling and sanding facilities are located some distance north of the shop on the inbound running track.

## Alterations

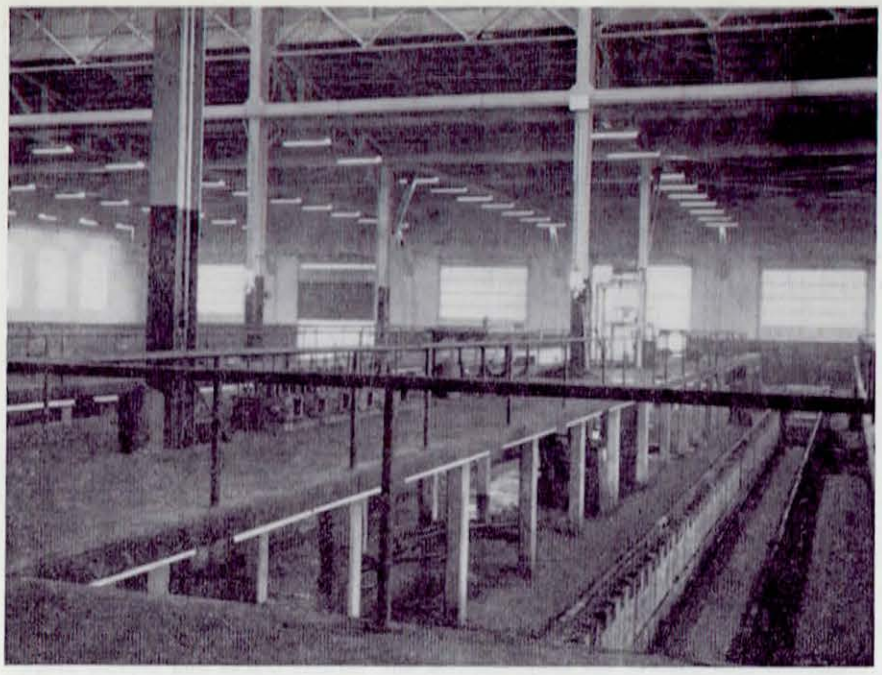
In addition to the removal of 129 ft. of the south wall of the old erecting shop, a number of other alterations were required in the old shop. Among these, the old floor was removed for the construction of a new floor, new pits and new drainage facilities. The roof of the center bay, or clerestory, was raised 13 ft. and the crane runway in this bay was raised to afford clearance for the removal and replacement of complete Diesel engines. At the time the roof trusses were raised, the rafters were respaced and a new gypsum plank roof deck was placed and covered with tar and felt roofing. The sides of the clerestory above this bay were faced with large areas of steel sash windows and panels of Transite siding. Other changes included the removal of some of the old locomotive doors, which were replaced with brickwork and window areas, with reinforced concrete sills and steel sash.

The new section of the shop to the south has a concrete spread-footing foundation; walls of brick, with steel window sash containing pivoted panels for ventilation; and a roof supported on transverse wooden bow-string trusses, a design feature required by war-time restrictions. The roof deck is of gypsum plank on wooden joists, protected by a built-up tar and felt covering.

The new service extension to the north of the old erecting shop, with its basement, also has reinforced concrete spread footings; the walls are of concrete blocks with steel window sash, and the roof is of gypsum plank sup-



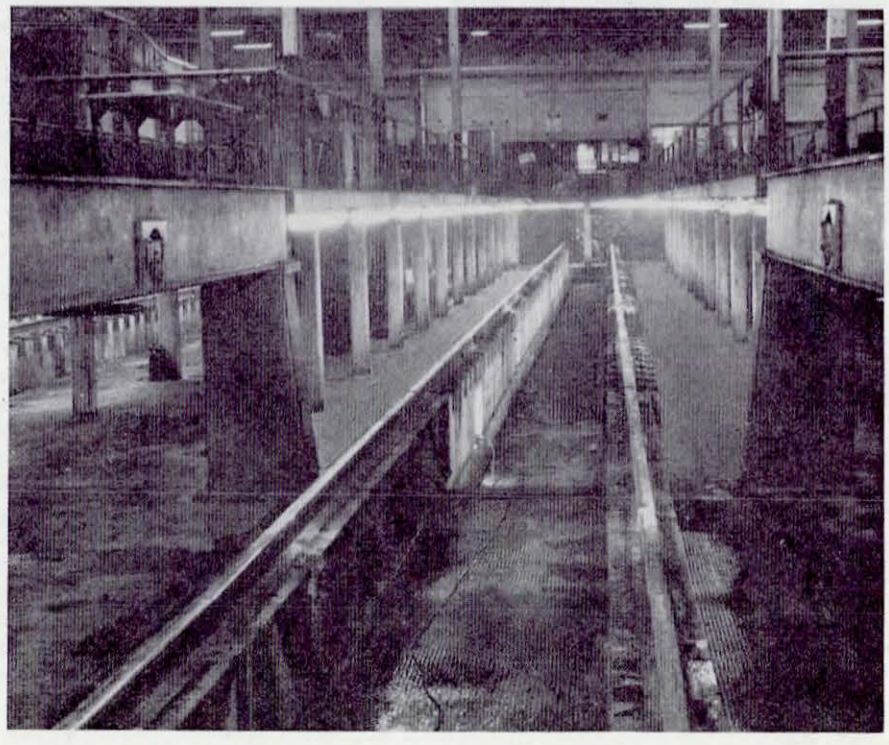

**Section through the shop on the center line of Track 1**



**Left—General view of the track platforms from the service room platform. Note the fluorescent lights overhead and below the edges of the platforms**

**On the opposite page—A Diesel locomotive at the fueling and sanding station, located some distance from the shop**

**Immediately beneath — Below-platform view of the pit in Track 2, showing the lights alongside the platforms. The Whiting locomotive body racks may be seen on each side in the foreground**



ported on wooden joists. This building has a small center clerestory, faced on its sides with hinged steel sash and on its ends with Transite.

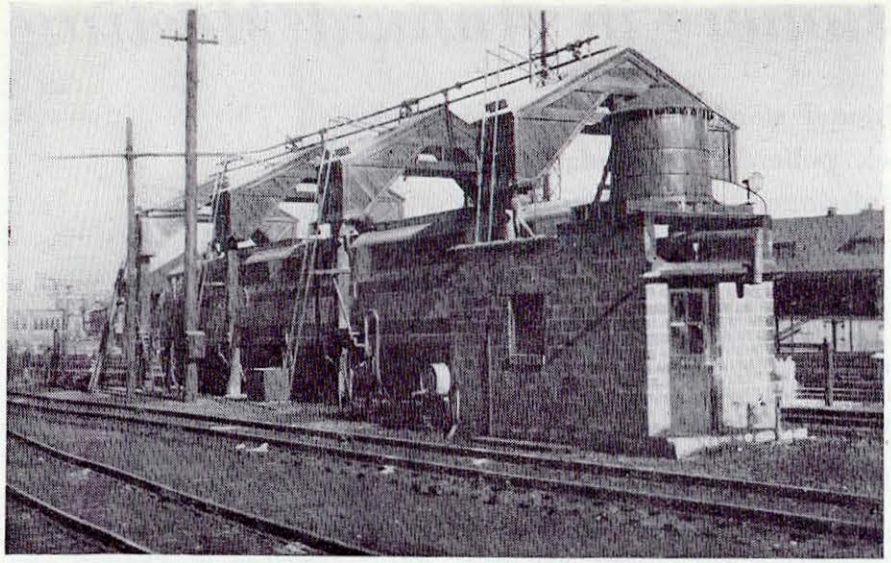
## Pits and Platforms

Tracks 1 and 2, for inspection and running maintenance, together with Track 3, the truck-release track, are served by a drop pit and table near their south ends. The first two tracks have working pits 144 ft. long, including the drop pit, long enough for work on complete three-unit freight Diesels. The floor between and on both sides of these tracks is depressed 30 in. below top of rail, and directly above are elevated working platforms. The inspection pits, of concrete, are four feet deep from top of rail and four feet wide, and support the track rails on tie blocks embodied in the concrete. Shorter pits of similar construction serve Tracks 3, 5 and 6. The pit in Track 3 is 99 ft. long, including the drop pit, while the pits in Tracks 5 and 6, extending both ways for a total length of 58 ft., include the side release table pit.

The elevated platforms serving the inspection and running maintenance tracks are of reinforced concrete construction, with decks 6 in. thick at the height of locomotive floors, 7 ft. 2 in. above the level of the depressed floor. These platforms are supported on pairs of 8-in. by 8-in. reinforced concrete posts spaced 8 to 10 ft. apart, and have wearing surfaces with an Alundum finish. The edges and stairways of the platforms are protected by railings constructed of 1½-in. steel pipe, which are provided with sleeve joints and removable sections at points opposite locomotive cab doors. Movement between the different levels at the shop is by means of stairs and a ramp.

The elevated platforms are fitted with steel work benches and have convenient service outlets or connections for clean lubricating oil, dirty lubricating oil, distilled water, and compressed air. A 1½-in. clean lubricating oil supply line is carried under the platform between Tracks 1 and 2 and extends upward to an oil-dispensing rack at the center of this platform. This rack has a strainer, a meter and a steel hose reel with 50 ft. of 1-in. National hose equipped with a 1-in. Bowser self-closing nozzle. Any locomotive unit on Track 1 or 2 can be serviced with clean lubricating oil from this arrangement. The clean oil supply line is insulated, and the oil itself can be heated, if necessary, by steam coils located under the clean-oil and reclaimed-oil storage tanks.

Distilled water is delivered by a hose and reel arrangement similar to that for the clean lubricating oil, located between Tracks 1 and 2 at the depressed floor level. Compressed air is supplied



at convenient points throughout the shop from 1½-in. lines, with outlets above and below the platform level.

The shop has an overhead 4-in. fire line with two 2½-in. drops in the main shop area, each equipped with 100 ft. of hose and a fog spray nozzle. In addition, it is equipped with a number of wall-type Foamite fire extinguishers.

Special facilities in the shop include a three-horsepower electric-motor-driven car-pulling winch, located between Tracks 2 and 3, for moving trucks along Track 3 to a point within reach of the overhead crane serving the center of the shop, and Whiting locomotive body racks along both sides of Track 2, spanning the drop table pit, which are used to support locomotives while trucks are being changed out.

## Service Rooms

Facilities in the new service wing adjoining the north end of the shop include essentially a parts cleaning room, a parts reconditioning room, a storeroom, a section of the engine overhaul area, and locker, toilet and lubricating oil storage and service rooms. The parts cleaning room, 21 ft. by 28 ft., is equipped with cleaning tanks and a rinse booth for engine parts, and with filter-washing tanks and oven dryers. This room also has jib and monorail cranes for the handling of parts and filters during the cleaning processes. Special ventilation is afforded by overhead hoods, which are exhausted through Transite ventilators in the roof.

The reconditioning room, 40 ft. by 48 ft., is used for the repair and assembly of parts after they have come from the cleaning room. This room, which has a door opening into the cleaning room, is equipped with a lathe, drill press, valve grinding machine, arc and gas welding equipment, bridge crane, and steel work tables. Partitions in one corner of the room provide a separate tool room and an office.

The remainder of the main floor of the service building is occupied by a storeroom, except for a projection into it of the engine overhaul room. All of the above rooms, excepting the area for overhauling engines, have floors at the same level as the elevated platforms, and can be entered from a wide platform continuous along the north ends of Tracks 1 and 2 with the three elevated platforms serving these tracks. The locker and toilet room, 12 ft. by 42 ft., the lubricating oil storage room, 38 ft. by 42 ft., and the oil refining room, 19 ft. by 48 ft., are all located in the basement beneath the service rooms. The oil storage room has three 8,000-gal. storage tanks, one each for clean, dirty and reclaimed lubricating oil. The oil refining room has Gustin-Bacon reclaiming equipment, including a retort, a Refinoil unit, and a filter press, and is ventilated by fan directly to the roof of the building. This room also contains a pressure tank and the lubricating oil pumps. A 1500-gal. wooden tank for the storage of distilled water is located on the roof of the service building.

## Engine Overhaul Room

The engine overhaul room is located at the north end of Track 4 at the ground, or main shop, floor level. This room has a bridge crane with an electric hoist, and can be completely shut off from the remainder of the shop for the storage of a new or completely reconditioned Diesel engine until it is needed for making a replacement.

That part of the old erecting shop forming the east end of the main shop, not occupied by tracks and pits, is used for traction motor repairs. This area is equipped with a caustic tank, impregnation tanks, cleaning and painting booths with exhaust fans and Transite roof ventilators, and a 30-kw. armature baking oven.

For general lighting the shop has 172 fluorescent fixtures, each containing two or three 40-watt lamps, and 72 incandescent fixtures with capacities from 60 to 1,000 watts. Enameled, industrial-type fluorescent fixtures, each with three 40-watt lamps, are used in the new low-bay section of the main shop, and in the office, engine overhaul room and storeroom. In the low-bay section these units are 22 ft. above rail level and 10 ft. apart in rows spaced 24 ft. center to center, and are located primarily over the platforms and other areas between tracks. In the high-bay section through the center of the shop, which is served by the 25-ton crane, there are sixteen 1,000-watt incandescent lamps with high-bay, shallow-bowl reflectors mounted 40 ft. above the floor on 23-ft. centers. Vapor-proof fluorescent and incandescent lamps are used in the oil refining room and the parts cleaning room.

Especially effective lighting is furnished under the elevated platforms by practically continuous lines of eight-foot angle-type fluorescent fixtures located under the edges of the platforms, with the light directed toward the running gear of locomotives. A total of 56 fixtures, with two 40-watt lamps placed end-to-end, are used for this purpose. This illumination permits the performance of all normal running-gear maintenance without the use of portable extension lights.

The pits have 60-watt, recessed, waterproof, incandescent lighting fixtures in their side walls, these being located 20 ft. apart in each wall and staggered with those in the opposite wall. The shop also has nine three-phase safety interlocking plug receptacles at convenient points, and 110-volt single-phase outlets at every column.

## Ventilating and Heating

Besides the special ventilating facilities already mentioned, the main shop room is well equipped with 30-in. Transite roof ventilators over each track. There are seven such ventilators in the low-bay section over Track 1, and two more at the north end of this track beyond the high-bay section. A similar number of ventilators are located over each of Tracks 2 and 5; seven are located over each of Tracks 3 and 4; and four are located over Track 6. In addition, the electrical repair section of the main shop has eight roof ventilators.

The shop is heated in winter by overhead unit heaters controlled by thermostats, which are supplemented by wall-

(*Continued on page 881*)

# State Commissioners in Annual Meeting

**Take traditional stand against "federal encroachment"; seek policies for regulation of air transport; Commissioner Lee urges safer bus schedules**

ALTHOUGH the regulation of railroads may be an important function of state regulatory bodies, it apparently is not a troublesome one, if the program of the four-day meeting of the National Association of Railroad and Utilities Commissioners in Los Angeles, Cal., November 12 to 15, inclusive, is any indication. Attended by approximately 450 persons (including state commissioners, their technical staffs and guests) this 58th annual convention of the Association programmed no topic with specific reference to railroads, with the exception of regular committee reports. Interest was directed particularly to the newer media of transportation, power and communications which have brought with them problems of state regulations or, as in the case of mobile telephone service, will do so in the future.

The reports of standing and special committees of the association, however, dealt with the railroads in considerable detail. Such of their contents as were not merely reviews of developments during the past year, already known to railroad men, are summarized herewith, together with portions of discussions and papers touching upon regulatory procedures, state commission policy in general and certain trends among competing carriers.

The National Association of Railroad and Utilities Commissioners includes representatives of the regulatory bodies of every state (except Delaware, which does not regulate utilities, and New York) together with the District of Columbia and the territories of Hawaii and Puerto Rico. Its membership includes also representatives of the Interstate Commerce, Federal Power, Federal Communications and Securities and Exchange Commissions.

## High Rates Encourage Excesses

Fixing rate levels with a view to discouraging existing and prospective transportation companies from creating an over-abundance of facilities was urged in its report by the Committee on Rates of Transportation Agencies, C. A. Merkle, of South Dakota, chairman. Rates higher than necessary, the committee believes, will encourage the growth of more facilities than the public needs, which in turn will require the continuance of higher rates for survival than would otherwise be necessary. The committee also urged that more attention be paid to local conditions in the fixing of rate bases. It asserted in part:

"The ever increasing practice of adopting single rate structures for application over excessive territories has a definite tendency to produce substantial differences in the operating results of different carriers, especially in the motor carrier field, depending upon the conditions under which they operate and the composition of their traffic. For this reason . . . the regulatory agency will be confronted with the task of preventing the establishment of rates over wide areas which may be too high for some carriers and too low for others."

Predicting that if war-time volume of traffic declines while new higher costs do not, "an endless spiral resulting from a series of alternating increased costs and increased rates" will come into being, the committee declared that the immediate problem of regulatory bodies is "materially to retard, if not arrest, this wave . . . without impairing necessary transportation services or impeding progress in the development of an adequate and efficient national transportation system."

## Support for Rate Bureaus

In an almost unanimously-approved resolution, the association membership re-affirmed the position taken at its two previous conventions favoring "the enactment of legislation that shall establish the legality of agreements between carriers relating to the establishment and procedure of rate bureaus and conferences, and other matters pertaining to transportation, provided such legislation shall proivde for effective supervision of such agreements, in the public interest, in conformity with general regulations prescribed by the Interstate Commerce Commission." The association specifically approved for this purpose the form of H.R. 2536, the Bulwinkle bill, which failed of passage before the adjournment of the last Congress. It further authorized its representatives to appear at any hearing before any committee of Congress which might be held in the future on this subject, in support of the views of the association expressed above.

The convention also reaffirmed previous resolutions declaring "its unalterable opposition to any federal legislation which will operate to destroy or interfere with the right of the states to regulate the rates and services of air carriers operating in interstate commerce."

## Bus Schedules Too "Tight"

Charging that bus schedules are often so "tight" that drivers must move their vehicles at road speeds in excess of those deemed to be safe, William E. Lee, member of the Interstate Commerce Commission, called for a "critical examination of bus and truck schedules for the purpose of requiring changes which will make certatin that truck and bus drivers of regulated vehicles are not under compulsion to drive at excessive speeds in order to complete their runs on schedule." Pointing out that in 1945 trucks and busses were involved in about one-fourth of fatal highway accidents and in about 17 per cent of all motor vehicle accidents, the commissioner attributed a substantial proportion of such incidents to driving at excessive speeds. He declared that regulatory bodies can work in many ways to eliminate the causes of serious accidents involving trucks and busses.

"For instance, I understand that motor carrier schedules, particularly bus schedules, are prepared on the basis of a given elapsed time between the cities and towns served, with a limited number of allowances of perhaps ten minutes for rest stops and eating stops on the longer journeys. The elapsed time is based on a speed of perhaps 40 to 50 m.p.h. I understand that it is a practical impossibility for the driver to limit rest and eating stops to the schedule time allowed. Usually a half hour or more is required. Frequently it is necessary to make other stops for which no allowances have been made in the preparation of the schedules. The result is that the bus driver must drive at a speed far in excess of 50 m.p.h. during a greater part of the journey."

While Commissioner Lee's address was titled "Promotion of Safety on the

Highways," he digressed therefrom to the extent of urging the state regulators to support uniformity of vehicle regulations in general—to eliminate state line "carriers." On this theme he said, in part:

"As you are aware, the conflict between the regulations applicable to motor carrier operations in the various states presented a serious problem in the early days of World War II. Extremely low gross weight and maximum length of limitations in some states prevented rapid movement of essential military equipment. . . . During the war many of the restrictive regulations were relaxed and considerable uniformity was accomplished on an emergency basis. The results clearly demonstrated that uniformity is in the interest of every state. The United States could not have become the leading power in the world if our rail, motor and water transportation systems had been obstructed and handicapped by barriers at every state line. Discriminatory regulations which limit the efficiency and economy of operation of one class of carrier for the benefit of another class are contrary to the principles upon which our country has become great. I am persuaded that reasonable uniformity of regulations of motor carriers with respect, not only to safeety, but to other matters, is required in the public interest and that the duty rests upon members of this association actively to bring about this result.

## War on Federal Encroachment

John D. Biggs, retiring president of the association, and chairman of the Illinois Commerce Commission, called upon the membership to be vigilant in the defense of powers "traditionally exercised by the states." Pointing out that, "once legislation intended to extend the exercise of federal power has been enacted, the harm will generally be found to be beyond repair," he urged that action be taken to preserve state powers "before such legislation has passed through Congress."

In reporting on the work of the legal representatives of the association during the past year, President Biggs stated that "none of that destructive legislation protested by your resolutions has been enacted into law." But the danger of such legislation still exists, he asserted, "and the necessity to stand guard continues." Beyond acts of Congress, however, he saw an even more potent source of danger to state powers in what he termed "judicial legislation" through the "misconstruction" of existing statutes and of the Constitution. Against such dangers, he said, the association has acted helpfully on behalf of the states generally by intervening

**Duane T. Swanson, new association president**

in cases involving the separate state commissions. In illustration he pointed to the efforts of the Panhandle Eastern Pipe Line Company before the courts to deny state jurisdiction by state regulatory bodies over direct industrial sales of interstate gas. He stated his belief that, since the Federal Power Commission has no jurisdiction, "the company is trying to escape all regulation over industrial sales, and thus to obtain liberty to raid the territory of distributing companies in any state, skimming off the cream of the business, by selling to whom it will at whatever prices may best suit its purposes."

## Competition to Increase

The retiring president saw difficult years ahead for regulatory bodies. "We are paying the delayed costs of war and we are paying also the present cost of governmental policies about the wisdom of which many of our people entertained misgivings. We have not yet paid the full price." To meet these problems the state commissions would require "solidarity of judgment and of action."

"The impact of reconversion upon the transportation industry has not yet been fully absorbed, but already new problems of a different character are developing," according to the report of the Committee on Progress in the Regulation of Transportation Agencies read by Chairman M. L. Whorter of the Georgia commission. Pointing out that "improvements in the mechanics of transportation and in the 'know how' of transportation management are raising the competitive struggle to new levels of intensity," the report predicted that regulatory bodies would not have an easy time next year "in perceiving where the public interest lies with respect to the pull and haul of competing forms of transportation."

In reviewing rate proceedings currently in progress, the committee pointed to railroad freight rate increases in Ex Parte 162, the class rate case, intrastate cases arising from the interim interstate increases authorized by Ex Parte 148, and "an important case" now pending before the Texas commission involving a complaint by motor carriers that railroad intrastate l.c.l. rates are less than compensatory and violative of state statutes.

With respect to motor carrier regulations, the report pointed out that the Georgia commission, effective February 15, 1946, declared that the war emergency was over insofar as the granting of temporary operating rights was concerned; that litigation is now pending in the federal courts regarding an appeal of temporary certificate holders in Puerto Rico to retain their rights permanently; that the Wisconsin commission last spring undertook a "comprehensive re-appraisal" of intrastate motor common carrier tariffs; that the Maine commission has been making a study of the cost of truck transportation in order to evaluate rates properly; that the Ohio commission has undertaken an investigation to determine whether companies performing pick-up and delivery service under contract with railroads are "motor transportation companies" under state law and subject to regulation and public utility taxation; and that the Washington Department of Transportation has issued a report on "Life Expectancy and Prospects of Common Carrier Truck Operation" which concludes that, due to the high mortality in the trucking business, issuance of new operating rights, unless strictly limited, may jeopardize the stability of existing carriers.

## Procedures Can Speed Cases

Charging that there is "a serious weakness in any system of procedure which requires so long for rates to be made effective that conditions may have changed in the meantime, and the very reasons which give rise to the necessity for the rate regulation may have ceased to exist," the Committee on Regulatory Procedure, J. C. Darby, South Carolina, Chairman, set forth two primary objectives for procedure:

"(1) It should keep pace with, and not go ahead of, the substantive law of the jurisdiction concerned.

"(2) It should be so designed as to bring about the results desired as

quickly as possible, consistent with due process of law."

Citing the current trend wherein the courts "are vesting in our commissions the widest possible discretion in the exercise of their regulatory powers," the Special Committee on Developments in Regulatory Law, headed by William Williamson, of South Dakota, stated that, because of abdication by the courts of their traditional and historic power of judicial review, there exists "the absolute necessity of fair treatment for public service corporations in order that their ability to provide adequate service in the future will not be impaired."

In its review of the Administrative Procedure Act (Public Law No. 404) enacted on June 11, 1946, the Committee on Legislation, headed by Walter R. McDonald, of Georgia, reported that the act appears to contain no provision which is clearly objectionable to the association. It pointed out that there is some possibility that, because of the particular wording of section 7 (a), relating to presiding officers, it may be contended that the act does not operate to preserve the practice whereby state representatives may conduct hearings for the I.C.C. in railroad abandonment cases under section 1 (18) of the Interstate Commerce Act, and in railroad consolidation, purchase or lease cases, under section 5 (2) of that act. While the number of such hearings is not great (there being but four in 1945), it is likely to increase with the return of peacetime conditions. Said the committee: "While any contention of the sort mentioned above could have been rendered definitely invalid by some revision in the language of the bill, it is our view that the act (Administrative Procedure Act), as it now reads, actually preserves the cooperative procedure referred to."

## Depreciation Allowances

While directed primarily to the regulation of electric power utilities, the report of the Committee on Valuation, Richard Sachse, member of the Federal Power Commission, chairman, contains this doctrine regarding depreciation for public service companies generally:

"Depreciation constitutes a large portion of the total operating cost, and, therefore, a large part of the utility rate. It represents a larger money item sometimes than the amount of the net earnings determined by the rate of return. This expense is incurred and paid for a specific purpose: to repay the utility for the capital property consumed in the service of the public. Depreciation estimates deal with the future and, in the nature of things, cannot be 100 per cent certain. Any reasonable doubt, we think, should be resolved in favor of the utility. It is better to make depreciation allowances somewhat more liberal, adopt a relatively shorter life estimate, accumulate the required depreciation reserve somewhat faster and in a lesser space of time, than to err in the opposite direction."

Regarding "inequitable rate burdens," this committee's report declared: "The public, it must not be forgotten, is not helpless and can make its choice. That choice is between regulated private utility service and public ownership and operation. To hold the balance fairly even between the sometimes conflicting interests of the utility company and the utility consumer is the responsibility, in the first place, of the utility owners and management and, in the second place, of the regulating commissions."

F. G. Hamley, general solicitor of the association, presented a detailed paper on "Air Commerce in the States," which set forth the actual extent of regulation of interstate air transport by each of the individual states, based on a questionnaire survey sent to state commissions by Mr. Hamley at the resquest of the executive committee of the association. This report showed that state regulatory officials of 27 states now have authority to provide economic regulation of interstate air commerce. In 24 of the states, this authority is vested in the public service commission having jurisdiction over other transport agencies. In the remaining three, it is exercised by specially-created aeronautic commissions or boards.

Mr. Hamley pointed out that, except in Kentucky, there does not now appear to be any outright prohibition against surface carriers obtaining certificates to engage in intrastate air commerce. In Alabama, Arkansas, Illinois, Maryland, Nevada and Virginia, the statutes definitely permit surface carriers to engage in air commerce. In three other states —Colorado, North Dakota and Pennsylvania—no definite conclusion has been reached on the matter.

## Highway Vehicle Dimensions

The Special Committee to Promote Uniformity of Regulations Affecting Motor Carriers, L. W. Cannon, of Indiana, chairman, recommended the "standard" sizes and weights for trucks and truck-trailer combinations promulgated by the Highway Transport Committee of the American Association of State Highway Officials "as helpful to this association in arriving at a reasonable answer to the problem of unification of motor carrier regulations." This committee, taking the view that the governing factor in vehicle weights "is not the gross load but rather the intensity of axle load and the axle spacing," suggested that "our laws . . . might well be amended to permit engineering ingenuity to develop motor vehicles capable of carrying greater gross loads by the use of multiple axles properly spaced."

Recent changes in state regulations favoring heavier weights and larger dimensions of motor vehicles were reported by the Committee on Service and Facilities of Transportation Agencies, headed by G. R. Johnson, of Pennsylvania. Most of these changes were allowed during the war as emergency measures, but are now made permanent. Maine has increased its maximum length for a tractor semi-trailer from 40 to 45 ft., and the maximum weight of single-unit, three-axle vehicles from a pre-war 40,000 lb. to 47,500 lb.

Louisiana increased its limit on pay load from 14,000 to 18,000 lb. per axle. The length limit for single units was increased from 33 to 35 ft. and, for semi-trailers and combinations, from 45 ft. to 50 and 60 ft., respectively. Effective January 1, 1947, Kentucky will increase the maximum permissible tractor-trailer length from 33 ft. to 45 ft., and maximum weight from the pre-war limit of 18,000 lb. to 28,000 lb. In addition a three-axle weight of 42,000 lb. will be permitted under the new state law.

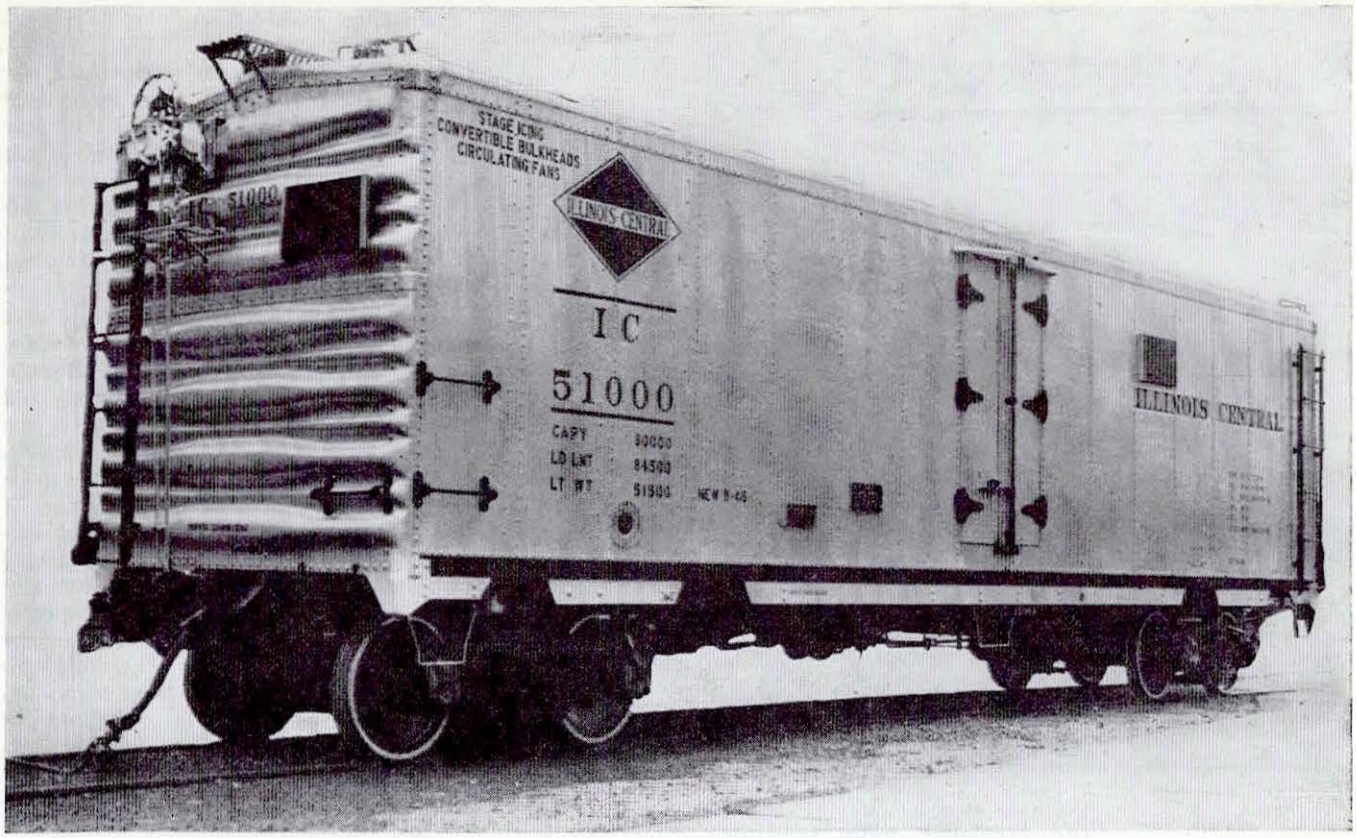
## Health Hazards in Tunnels

The Committee on Service and Facilities and Safety of Operation of Public Utilities, G. H. Flagg, or Oregon, chairman, called attention to studies made during the year by the California Railroad Commission of a number of railroad tunnels in that state, and, in cooperation with the Oregon Public Utilities Commission, of one tunnel in Oregon, with regard to health hazards of train crews. According to the report, "Heavy traffic through the tunnels, involving more frequent passage, use of multiple locomotives, and lower grades of fuels are suspected to have produced atmospheric conditions within the tunnels that are critical from the employees' health standpoint. Action to be indicated awaits a report on the analysis of the test results."

A 36-page bulletin on "Pricing Retirements from Group Property Accounts" was presented to the membership by the Committee on Depreciation, Asel R. Colbert ,of Wisconsin, chairman. This paper sets forth in detail various methods of pricing retirements from accounts for which specific unit costs are not maintained. In addition to outlining methods already in current use, the work presents two new methods, termed the "lag" and "indicated retirement" methods, respectively.

A paper on the new mobile telephone

*(Continued on page 881)*



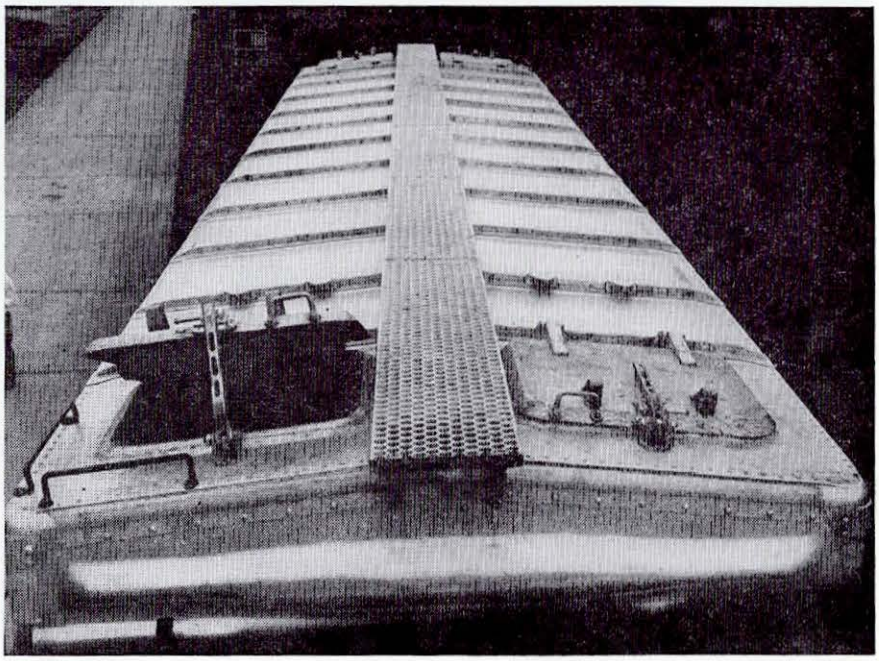

**The Illinois Central's aluminum refrigerator car**

# *I. C. Builds Aluminum Refrigerator*

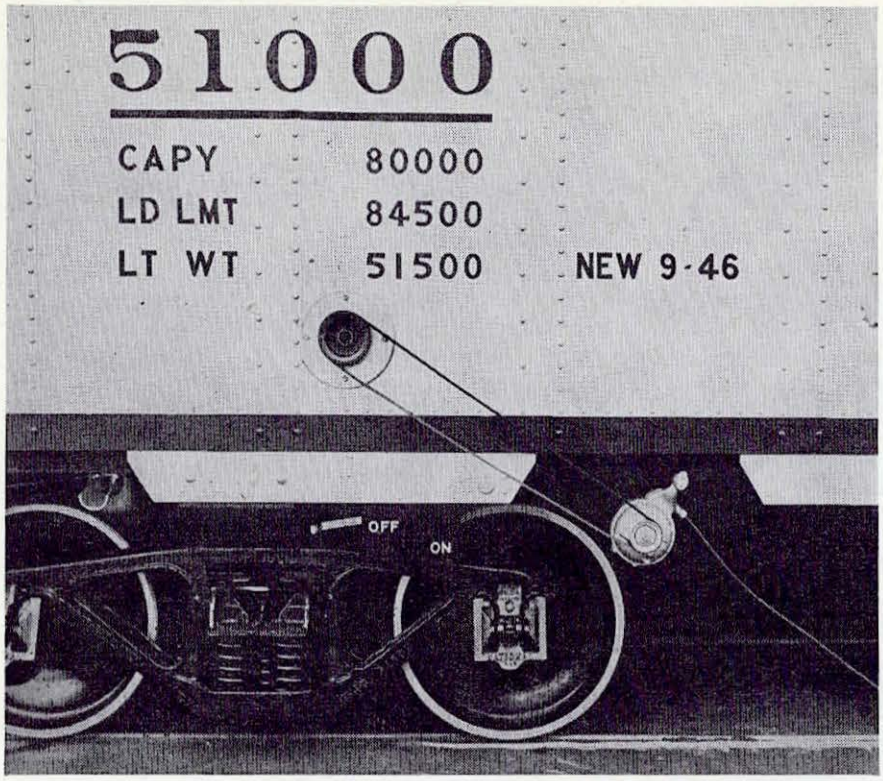
**40-ton all-purpose car is equipped with Duryea underframe, Type A-3 easy-ride trucks, convertible bulkheads, stage icing, fans and other improved service features**

THE Illinois Central has recently completed at its McComb, Miss., shops an experimental aluminum refrigerator car which promises to furnish important information regarding the performance of aluminum alloys in this type of service. In addition, numerous design features and special equipment are included to show what contribution they can make to improved service to shippers, longer car life and reduced maintenance expense.

The car, of 40 tons nominal load-carrying capacity, has an inside clear length between bunkers of 33 ft. 2¾ in.; inside width between flue lining, 8 ft. 3 in.; inside height, floor to ceiling, 7 ft. 10½ in.; and inside height, floor rack to ceiling, 7 ft. 3 in. The lightweight



**Roof, running board and hatch cover**

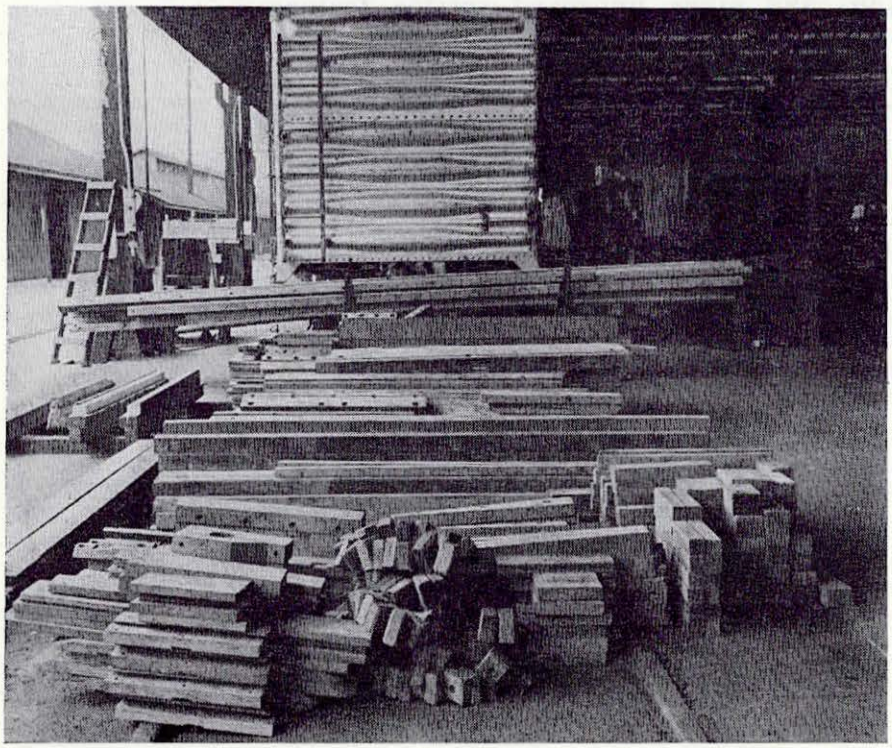



**Portable electric-motor fan-drive for precooling while loading**

of the car ready for service is 51,500 lb. —or 2,500 lb. more than originally estimated owing to the inclusion of a number of mechanical features involving heavier construction.

As shown in one of the tables, the parts of this car which are made of aluminum alloys weigh 10,166 lb. and would have weighed 22,663 lb. in steel, the indicated weight saving in favor of aluminum construction being 12,497 lb. —nearly 6¼ tons.

**Wood parts of the car, pressure treated by the zinc-chloride process**



The new aluminum refrigerator car was built according to plans formulated in the past two years by the Refrigerator Car Committee of the United Fresh Fruit & Vegetable Association and represents the best combined thought of this committee and the Illinois Central for a light, strong, all-purpose, low-temperature, easy-riding, ice-cooled car. Collaborating in details of the design were the Aluminum Company of America, which furnished the aluminum alloys, a number of specialty manufacturers and the Car Construction Committee of the Association of American Railroads, which has specified the procedure to be followed in extensive service tests.

In addition to maximum weight saving consistent with strength requirements obtained by the use of Alcoa aluminum-alloy body construction, general features recommended for inclusion in the car design were as follows: Standard interior dimensions to facilitate transporting package goods in containers of standard size; effective insulation with Ultralite Fiberglas, 4½ in. thick in the roof and floor and 4 in. thick in the side walls and ends; Preco built-in fans for positive circulation of cool air from the floor through ice boxes to the ceiling; air ducts for the protective cooling of side walls and better distribution of the air over, around and under the load; ice boxes with convertible bulkheads to fold back and allow about 6 ft. increased interior length in the car when it is used for non-refrigerated loading; inner guard to slide in place along the ceiling and prevent pilfering via the ice-loading hatches in the roof; electric lights for loading and unloading.

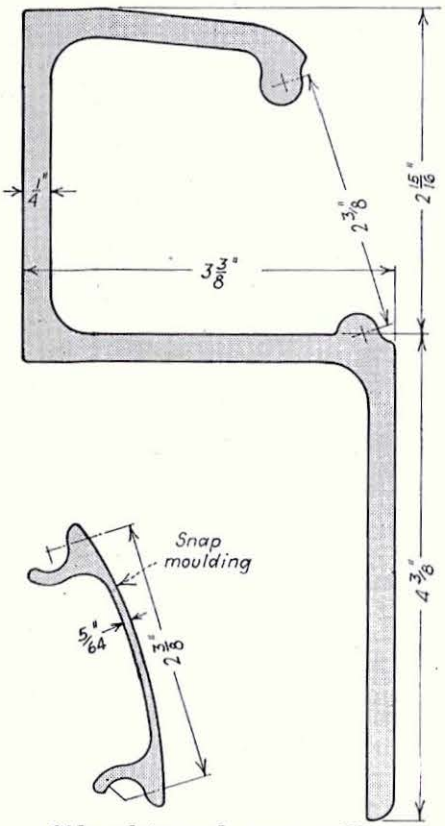
Additional suggestions included easy-riding trucks using long-travel springs and built-in stabilizers in the truck bolsters, Duryea underframe with resilient attachment to the center sill to cushion longitudinal shocks, aluminum floor racks instead of wood for greater cleanliness, sanitation and non-retention of odors in handling foodstuffs, and synthetic rubber in place of felt to seal the ice loading hatches and car doors.

The recommendations of the committee were followed closely and the car was constructed of aluminum materials and parts shown in Table I and non-aluminum parts shown in Table II. The detailed weight savings are shown in Table III.

## Types of Alloys Used

Aluminum alloys used in this car were especially selected to obtain maximum resistance to corrosive attack in service. The Alcoa alloy 61S-T, used for the ends, roof and floor racks, is a heat-treated aluminum alloy characterized by

a yield strength somewhat higher than that of low-carbon structural steel, good formability and weldability, and excellent resistance to corrosion. It owes its high resistance to corrosion to the fact that the principal alloying constituent ($Mg_2Si$) has an electrode potential of the same order as that of aluminum and hence does not promote electrolytic attack of the alloy under any condition of thermal treatment. The small amount of copper present is in solid solution and




**Side plate and snap molding of extruded aluminum**

hence increases the strength without appreciably decreasing the resistance to corrosion.

Alclad 3S and 61S-T sheets, used for drip pans and bunkers, consist of products in which the core alloy is covered on both surfaces with thin, nonporous layers of an aluminum alloy (Alcoa 72S) containing one per cent of zinc, metallurgically bonded to the core. This alloy is anodic to the 3S and 61S core alloys and hence electrolytically protects areas of the core exposed at the cut edges or by abrasion or corrosion. Penetration by corrosion into the core is prevented as long as appreciable areas of 72S coating remain. The coating itself is highly-resistant to corrosion by salt water.

Alclad 14S-W, used in side sheets, has a coating of a magnesium silicide alloy (Alcoa 53S) which responds to the same heat treatment as the Alcoa 14S and hence is somewhat harder than the coatings used on the other Alclad products. The copper present in solid solution in the 14S-W core lowers the electrode potential of the core so that the magnesium silicide alloy coating is anodic to it.

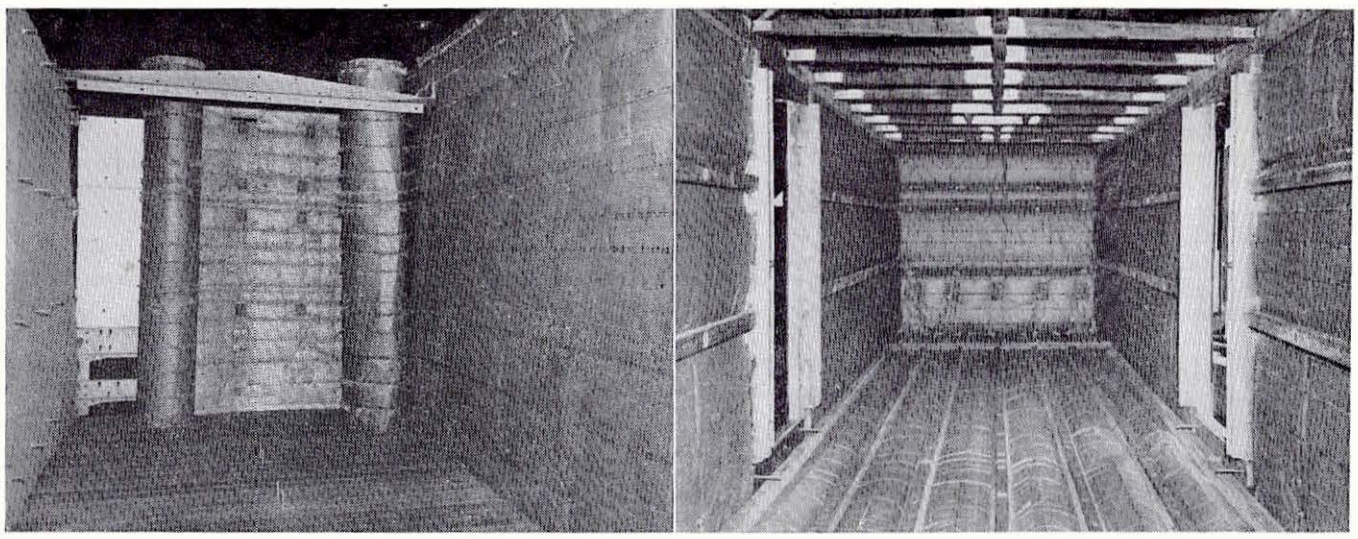
Roof corner and other miscellaneous

**Table I—Materials and Parts Made of Aluminum for the I. C Refrigerator Car**

| | |
|---|---|
| Sheets, bolts, rviets, special extrusions and castings, furnished to specialty companies | Aluminum Company of America, Pittsburgh, Pa. |
| Defect-card receptacles | Apex Railway Products Company, Chicago |
| Ice bunkers, convertible bulkheads, bunker pans, and hatch-operating mechanism | Union Asbestos & Rubber Co., Equipment Specialties Division, Chicago |
| Watertables, corner bands, cross-bearer bottom chords, side-sill connection at bolsters, end sills | General American Transportation Corp., Chicago |
| Running board and brake step | Morton Manufacturing Company, Chicago |
| Blower fans and fan housings | Preco, Inc., Los Angeles, Calif. |
| Corrugated ends, corner posts, roof, end plates, top corner cap, hatch frames, covers, running-board saddles | Standard Railway Equipment Manufacturing Company, Chicago |
| Ice grates, end posts and bunker reinforcing beams | Transportation Specialties Company, Chicago |
| Hand-brake housing, brake wheel and bell crank | Universal Railway Devices Company, Chicago |
| Floor racks, hinges, latches and well trap | Union Railway Equipment Company, Chicago |
| Fabricated sides and watertables | Youngstown Steel Door Company, Cleveland, Ohio |

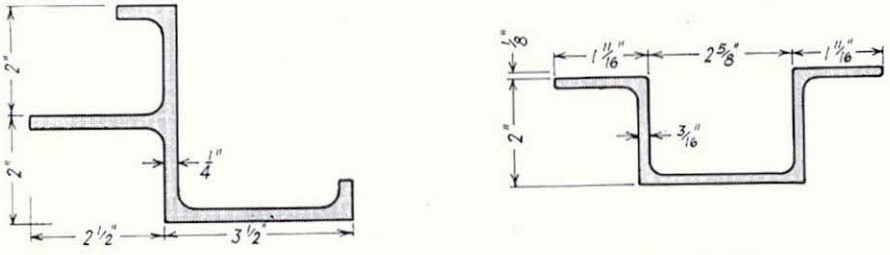
**Table II—I. C. Refrigerator Car Parts Not Made of Aluminum**

| | |
|---|---|
| Duryea cushion underframe parts | General American Transportation Corporation, Chicago |
| A-3 Ride Control trucks | American Steel Foundries, Chicago |
| Brake shoes and brake-shoe keys | American Brake Shoe Company, New York |
| Bolster springs | American Locomotive Company, Railway Steel Spring Division, New York |
| Jenkins leather fiber dust guard | Ajax-Consolidated Company, Chicago |
| Steel wheels | Carnegie-Illinois Steel Corp., Chicago |
| Dust-guard plug retainers | Central Railway Supply Company, Chicago |
| Brake-beam supports | Chicago Railway Equipment Company, Chicago |
| Brake-beam hanger lock and retainer keys | Illinois Railway Equipment Company, Chicago |
| Journal bearings | Magnus Metal Corporation, National Lead Company, New York |
| Journal box lids | National Malleable and Steel Castings Company, Cleveland, Ohio |
| Tubular steel axles | Pittsburgh Steel Company, Pittsburgh, Pa. |
| Brake levers, brake beams, hangers and bottom connections | Schaefer Equipment Company, Pittsburgh, Pa. |
| Journal box packing retainers | Spring Packing Corporation, Chicago |
| Side bearings | Standard Car Truck Company, Chicago |
| Side door inner seal | Bridgeport Fabrics, Inc., Bridgeport, Conn. |
| Caulking compound, Alumalastic | Parr Paint & Color Works, Cleveland, Ohio |
| Insulation compound | Dednox, Inc., Chicago |
| Angle cocks and train line U-Bolt nuts | Grip Nut Company, Chicago |
| Insulation, Fiberglas | Gustin-Bacon Manufacturing Company, Kansas City, Mo. |
| Plywood | Harbor Plywood Corporation, Hoquiam, Wash. |
| Retaining valve and branch pipe tee anchors, draft-key retainers, pipe clamps | Illinois Railway Equipment Company, Chicago |
| Side door thresholds | Johns-Manville Sales Corp., New York |
| Liquidometers | Liquidometer Company, Long Island City, N. Y. |
| Car cement | Milar & Company, Chicago |
| Side-door locking arrangement | W. H. Miner, Inc., Chicago |
| Watertight bolts and nuts | MacLean-Fogg Lock Nut Company, Chicago |
| Stencilling material, Scotchlite | Minnesota Mining and Manufacturing Company, St. Paul, Minn. |
| Couplers | National Malleable and Steel Castings Company, Cleveland, Ohio |
| Air brakes | New York Air Brake Company, New York |
| Brake regulator | Royal Railway Improvements Corp., Wilmington, Del. |
| Ceiling light fixtures | The Safety Car Heating and Lighting Company, New York |
| Cushion coupler carrier and uncoupling mechanism | Standard Railway Equipment Company, Chicago |
| Side-door hinges | Union Railway Equipment Company, Chicago |



**Applying Fiberglas insulation blankets (left). Floor, end and side insulation in place (right)**

castings are made of Alcoa 220 and 356 because of their high resistance to corrosion. Alcoa 220 alloy contains about 10 per cent magnesium and possesses an excellent combination of strength and shock resistance. Alcoa 356, used for well traps, has good casting characteristics and is readily joined to other structural members by welding.




**Extruded aluminum door post (left) and side post (right)**

## Features of the Design

The new I. C. refrigerator car is distinctive in appearance, with rounded outside eaves and corners and with its aluminum exterior simply cleaned with Oakite and left in its natural bright finish. The monogram and identification markings are Scotchlite green reflective material and other stenciling, safety appliances, door fixtures and trucks are painted a conventional black. A narrow green band is painted over each side sill for decorative purposes. The car interior is assembled so as to permit complete removal of flue lining, body lining, belt rails and insulation for periodic inspection of the insulation and aluminum construction.

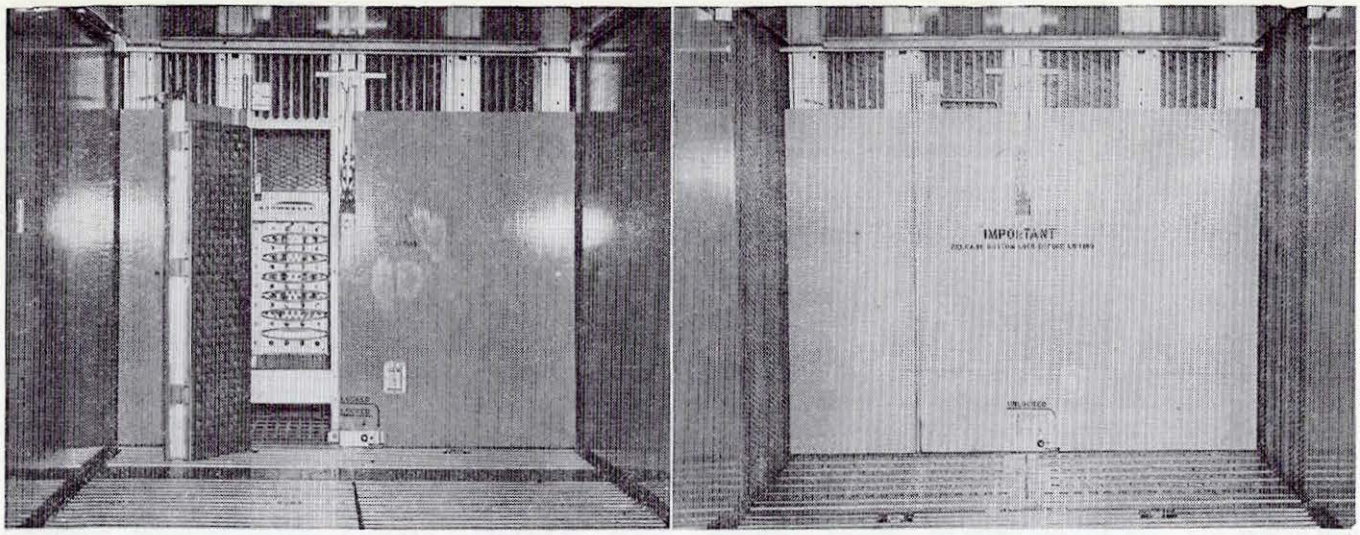
The underframe, furnished by the General American Transportation Corporation, is designed to include a Duryea cushion-type draft gear with coupler movement limited to ¾ in. and center sill to 7 in. The center sills, body bolsters and cross bearers are steel and the side sills, end sills, crossbearer bottom connections and corner bands are aluminum.

The side posts and plates are special extruded aluminum shapes and the corner posts pressed aluminum W-shapes. The side sheathing consists of ⅛-in. aluminum panels extending from side plate to side sill and lapped at the side posts. The Dreadnaught corrugated ends and Murphy roof are also of aluminum construction. Aluminum rivets are used for all connections except where one or both are steel, in which case steel rivets are used. All aluminum joints and contact surfaces are coated with Alumalastic and inside metal surfaces, also steel contact surfaces, with Dednox.

The entire floor construction is 1¾-in. by 5¼-in. t.-&-g. long-leaf yellow pine over a sub-floor of 13/16-in. by 6-in. shiplap lumber which is nailed to six 3-in. by 5-in. longitudinal stringers. These stringers are cut out where necessary to receive and support the pan rails and drip pans. A No. 14 gage aluminum flashing extends 12 in. on the floor and is turned up 4 in. at the bottom side rail. The top surface of the floor is covered with a water-tight membrane extending into the drip pans and 4 in. up the side walls. This membrane is made by mopping the main floor with a heavy compound, applying a lower course of

**Table III—Estimated Weight Saving by Aluminum Construction in I. C. Refrigerator Car**

| Car Part | Weight in aluminum, lb. | Weight in steel, lb. | Saving by use of aluminum, lb. |
|---|---|---|---|
| Bulkhead with Utility door | 1,667 | 3,750 | 2,083 |
| Ceiling beam | 103 | 235 | 132 |
| Drip pan | 154 | 393 | 239 |
| Hatch fixtures | 51 | 110 | 59 |
| Running board | 175 | 321 | 146 |
| Improved riveted roof | 741 | 1,927 | 1,186 |
| Dreadnaught ends | 961 | 2,669 | 1,708 |
| Hatch carline and frame | 178 | 388 | 210 |
| Hatch cover | 109 | 321 | 212 |
| Stage grates | 150 | 350 | 200 |
| End ports | 52 | 126 | 74 |
| Reinforcing beams | 192 | 445 | 253 |
| Handbrake | 60 | 100 | 40 |
| Floor rack | 940 | 1,700 | 760 |
| Outside well trap | 30 | 72 | 42 |
| Preco ventilating fans | 300 | 630 | 330 |
| Car sides | 2,768 | 6,086 | 3,318 |
| Underframe | 508 | 1,000 | 492 |
| Construction bolts and rivets | 272 | 540 | 268 |
| Shapes, sheets, tubes, etc. | 755 | 1,500 | 745 |
| Totals | 10,166 | 22,663 | 12,497 |




**Convertible bulkhead with utility door open to show half-stage ice grates (left). Bulkhead in position against the car end (right)**

No. 35 fabric, a second coat of compound and a final course of No. 55 felt with the top surface sand impregnated. All joints are butted and staggered.

The inside finish consists of 9/16-in. Super-Harbord plywood for side and end walls, a flue lining of the same material being spaced 1½ in. out from the side walls and extending from 1 in. below the floor rack top to within 6 in. of the ceiling to provide an air duct on each side of the car. The ceiling panels are ½-in. plywood. All lumber used in the car except the hot-pressed waterproof plywood was pressure treated to resist decay with chromated zinc chloride by the Koppers Company, Wood Preserving Division.

Side and end-wall insulation includes one course of ¼-in. board-type insulation applied against the side posts or corrugated ends, with two courses of 2-in. Fiberglas held in place with wood belt rails and spacers and one course of 90-lb. waterproof paper next to the inside lining. The floor and roof insulation are essentially the same except that one of the Fiberglas blankets is 2½ in. thick, giving a total thickness of 4½ in. for the two courses.

The hinged side doors are made with wood frames in two sections to fit a 4-ft. wide by 6 ft. 7¾ in. high clear opening on each side of the car. The doors have the equivalent of car-body insulation and are sealed all around with a double-rubber seal suitably recessed into the door edges.

Each ice-bunker bulkhead, made of aluminum, has a utility door and Transco suspended-type half-stage ice grates which swing downward when not in use. The hatches and covers also are aluminum, the latter having a rolled safety tread on top, integral plug and Equipco gasket-type seal.

The car is wired for electric lights using two 40-watt, 110-volt recessed ceiling lamps, with an outside receptacle on each side of the car and a thermo switch mounted under one side sill. Two Liquidometers are installed, one on each side of the car to give top and bottom inside temperature readings.

The Preco air-circulating fans under the floor rack at each end of the car are normally driven by V-belt connection to a rubber-tired wheel which rides on one of the car-wheel treads on each truck. This drive may be readily disengaged and outside V-belt drive from a portable electric motor to an auxiliary pulley on the fan shaft substituted to permit rapid precooling while the car is being loaded.

The A-3 Ride-Control trucks are equipped with 33-in. wrought-steel wheels and Pittsburgh hollow axles with 5-in. by 9-in. plain journals. The side frames are mated in accordance with the latest A. A. R. instructions to maintain the distance between journal centers on each truck within desired limits. Other special equipment used on the trucks is shown in one of the tables.

Considerable delay was experienced in constructing this car due to material shortages caused principally by strikes. There was also some delay due to the shortage of draftsmen to make drawings for the 3,385 parts going into the car. The material was finally completed and the last parts arrived at McComb shops the first week of August, 1946. Assembly of the car was begun August 12 and it was completed in the latter part of September. It has since been subjected to extensive controlled service tests and many pertinent performance data have been collected for analysis.

* * *

**The Pennsylvania has ordered 408 bulk containers of the type shown above (8-ton capacity) for the movement of steel constituents directly to sidings within the steel mills. The containers, mounted in batteries of twelve in especially equipped gondola cars, are being built at the railroad's Altoona (Pa.) works**

# *Many Pay Tribute to John J. Pelley*

**Government officials and railroad executives among those attending funeral services for late president of the Association of American Railroads**

FUNERAL services for the late John J. Pelley, who had been president of the Association of American Railroads since its organization in 1934, were held at St. Thomas Apostle Church in Washington, D. C., on November 14 and burial was at the Cedar Hill cemetery in that city. Mr. Pelley's death on November 12 (reported briefly in the *Railway Age* of November 16) was due to uremia.

The funeral services were attended by civil and military officials of the government, including members of the Interstate Commerce Commission, and by railroad executives from all parts of the country. Among the honorary pall bearers were General of the Armies Dwight D. Eisenhower and Colonel J. Monroe Johnson, director of the Office of Defense Transportation.

Others included George E. Allen, member of the board of directors, Reconstruction Finance Corporation; Raymond N. Beebe, Washington, D. C., attorney; B. A. Clements and J. D. Brandon, president and vice-president, respectively, American Arch Company; Joseph E. Davies, former United States ambassador to Russia; Stephen T. Early, vice-president, Pullman, Inc.; Victor Emanuel, chairman of the board, Aviation Corporation of America; Senator Scott Lucas of Illinois; D. Claude Luce, president, Luce Stephenson Company; Frank Page, vice-president, International Telephone & Telegraph Company; Dr. Robert E. Moran, Washington, D. C., physician; Holly Stover, president, Chicago & Eastern Illinois; Merle Thorpe, director of business development, Cities Service Company; Frank C. Walker, former Postmaster General; Roger Whiteford, Washington, D. C., attorney.

Also, directors of the A. A. R. as follows: Ralph Budd, president, Chicago, Burlington & Quincy; M. W. Clement, president, Pennsylvania; C. McD. Davis, president, Atlantic Coast Line; J. D. Farrington, chief executive officer, Chicago, Rock Island & Pacific; F. G. Gurley, president, Atchison, Topeka & Santa Fe; J. B. Hill, president, Louisville & Nashville; Wilson McCarthy, trustee, Denver & Rio Grande Western; A. T. Mercier, president, Southern Pacific; G. Metzman, president, New York Central; Ernest E. Norris, president, Southern; H. S. Palmer, president, New York, New Haven & Hartford; L. R. Powell, Jr., president, Seaboard Air Line; H. A. Scandrett, president, Chicago, Milwaukee, St. Paul & Pacific; Roy B. White, president, Baltimore & Ohio; R. L. Williams, president, Chicago & North Western; R. E. Woodruff, president, Erie.

**The late John J. Pelley at his desk**

Also, officers of the A. A. R. as follows: R. V. Fletcher, J. Carter Fort, Clark Hungerford, A. F. Cleveland, and E. H. Bunnell, vice-presidents; H. J. Forster, secretary-treasurer; R. S. Henry, assistant to president; Dr. J. H. Parmelee, director, Bureau of Railway Economics; Dr. C. S. Duncan, economist; W. C. Kendall, chairman, Car Service Division; E. J. Dwyer, assistant to president.

Mr. Pelley had been in railroad service since 1899 and before coming to the A. A. R. he was president, in turn, of the Central of Georgia and the New Haven. In the A. A. R. presidency he was cast in the role of principal contact man between the government and the railroads during the war years. It was thus under his leadership that the asso-

ciation marshalled the industry's facilities to meet all wartime demands without the necessity for government operation —except for the brief periods of War Department control growing out of the 1943 year-end strike threat, and of O. D. T. control at the time of last May's strike of the Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers.

Recognition of Mr. Pelley's wartime service came early this year when President Truman awarded him the Medal of Merit with a citation saying that the late A. A. R. president had been "an unfailing source of wise counsel and advice to the military establishment on all phases of railroad transportation." In September, the Navy Department presented its Certificate of Appreciation to Mr. Pelley "in grateful recognition of meritorious personal service during World War II." He was also among A. A. R. officers who have been awarded the U. S. Treasury Silver Medal for distinguished service in war finance.

Mr. Pelley was born at Anna, Ill., on May 1, 1878. After graduating from Anna high school he attended the University of Illinois, and then entered railroad service in 1899 as a station clerk for the Illinois Central at Anna. He continued in the employ of that road for more than 20 years, being a clerk at Carbondale, Ill., and a track apprentice during 1900-01 and assistant extra gang foreman in 1902. He was foreman and general foreman in 1903 and became supervisor of the Peoria district in 1904.

In 1905 Mr. Pelley was transferred to the Memphis division as supervisor; and he was assistant roadmaster at Clarksdale on that division during 1906 and 1907. His promotion to roadmaster came in 1908 when he was located at McComb, Miss., where he remained until 1910 when he went to New Orleans, La. In 1911 he was at Fulton, Ky., in the same capacity and while there was appointed superintendent, which position he held until 1915 when he was transferred to Memphis in the same capacity. In 1917 he was further promoted to general superintendent of the southern lines of the I. C., with headquarters at New Orleans; and in 1919 he was transferred to the general superintendency of the northern lines.

Mr. Pelley withdrew temporarily from the service of the I. C. in 1920 to engage in work at Chicago for the Car Service Division, then a unit of the A. A. R.'s predecessor, the American Railway Association. In this connection he was appointed chairman of the A. R. A. committee on Car Service. He served in that capacity until April 1, 1923, when he returned to the I. C. as general manager. In November of the following year he became vice-president in charge of operation.

From this vice-presidency Mr. Pelley went in September, 1926, to the presidency of the Central of Georgia, which was the I. C.'s largest subsidiary. His rise from a division superintendency to a railroad presidency was thus accomplished in nine years, three of which Mr. Pelley spent in employment outside the I. C. system. His election to the presidency of the New Haven came in February, 1929, and he remained in that position until he became the first president of the A. A. R. when that association was formed in 1934 as a consolidation of the A. R. A., the Association of Railway Executives and other railroad organizations. Mr. Pelley had been a member of the A. R. A. board of directors and of the A. R. E.'s advisory committee. And he had served in 1933 as a member of the special "contact committee" that conferred with the late President Roosevelt, the late Joseph B. Eastman and others regarding the bill which became the Emergency Transportation Act of 1933.

## Scranton Diesel Shop Is Different

(*Continued from page 871*)

type unit heaters in the smaller rooms and under the elevated platforms. Some of the latter are controlled manually and some by thermostats.

### Outside Servicing Facilities

The washing facilities immediately south of the shop consist of wooden platforms at rail height alongside Tracks 1 and 2, with hose connections for washing trucks. The superstructures of locomotives are washed by hand inside the shop, where, occasionally, trucks also are washed.

The sanding and fueling station on the inbound running track has a 500-gal. distilled water tank and is used to service Diesels before entering the shop, and also for servicing locomotives between runs, or those assigned to pusher service, when not scheduled for the shop. The fueling facilities consist of unloading connections for three tank cars, pumping equipment, a 220,000-gal. steel storage tank, and six locomotive delivery outlets.

The storage tank is protected by an 8-ft. concrete dike, and by a 16-in. by 18-in. Foamite generator connection with a 3-in. delivery pipe to a Foamite delivery chamber at the top of the tank. The pumping equipment includes two 300-gal. per min. Blackmer motor-driven pumps and a 10-element Michiana filter through which the fuel is filtered before storing. The fuel oil delivery outlets at the station have 3-in. riser pipes connected to a 4-in. delivery main, and deliver the oil through 10-element Michiana filters, 15 ft. of synthetic oil hose and a 2½-in. Bowser nozzle. The pumps for oil delivery are started by remote control, and excess oil not delivered is returned to the pump suction lines through a valve and by-pass.

The standing facilities include four overhead double pockets of frame construction, spaced about 24 ft. apart over the inbound running track. Each pocket is supported on two 12-in. by 12-in. creosoted wood posts, one on each side of the track. Dry sand is elevated to the pockets by compressed air and is delivered to both sides of locomotives by gravity through suitable lengths of flexible hose.

The Diesel facilities at Scranton were planned and built under the general direction of J. S. Thorp, assistant to president, and G. H. Phillips, chief engineer. Actual construction was done by the general contractor, H. J. Sordoni, of Forty Fort, Pa.

## State Commissioners in Annual Meeting

(*Continued from page 874*)

service, with possible application to both urban and over-the-road transportation vehicles, was presented by J. H. Brown, of the Virginia State Corporation Commission.

The Association voted to hold its 1947 annual convention in Boston, Mass., July 14 to 18, inclusive.

Officers for the forthcoming year were elected as follows: *President*—Duane T. Swanson, member, Nebraska State Railway Commission; *First Vice-President*—Walter R. McDonald, chairman, Georgia Public Service Commission; *Second Vice-President*—Justus F. Craemer, member, California Railroad Commission. Ben Smart, F. G. Hamley, Stanley Allyson and John E. Benton, with headquarters at Washington, D. C., continue as secretary-treasurer, general solicitor, assistant secretary and advisory counsel, respectively.

MILWAUKEE COMPLETES NEW RAILROAD FILM.—A 30-min. sound motion picture—"A Railroad at Work"—has been completed by the Chicago, Milwaukee, St. Paul & Pacific, and will be shown to the road's 35,000 employees. The purpose of the film is to acquaint the employees with the road's general operation, the relationship between departments and the particular duties of fellow workers.

# *Railway Material Buying Continues High*

**August purchases of miscellaneous materials and supplies from manufacturers set fast pace and established a new high mark; ties and rail also registered gains, but fuel continued to lag**

CLASS I railway purchases of materials, supplies and fuel (excluding equipment) during August amounted to $145,344,000, and totaled $1,012,804,000 for the first eight months of 1946, according to estimates prepared by *Railway Age*, based upon special reports received from 73 individual carriers. August expenditures were 10 per cent greater than the $132,107,000 spent for similar materials and supplies during January, topped the February total by more than 29 per cent, and were 10 per cent, 24 per cent, 26 per cent, 19 per cent, and 6 per cent greater, respectively, than similar expenditures during March, April, May, June and July.

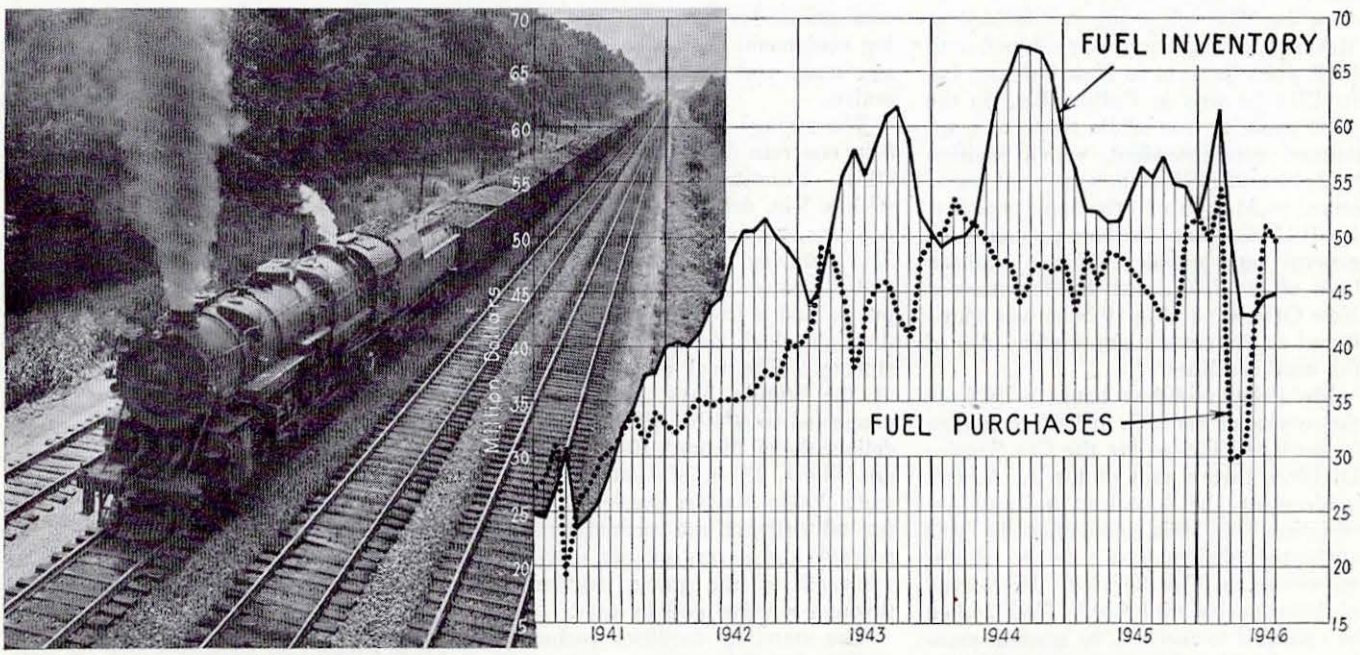
August purchases also topped the $132,744,000 spent for materials, supplies and fuel during the same month of last year by 9 per cent, exceeded similar purchases during the eighth month of 1944 by 5 per cent, were 20 per cent greater than the $120,669,000 expended for the same purpose during the comparable month of 1943, surpassed the August, 1942, total by more than 44 per cent, and were fully 41 per cent more than the $102,975,000 spent for similar materials, supplies and fuel during the comparable month of 1941.

On the other hand, total purchases for the first eight months of 1946 slipped approximately 2 per cent below last year's $1,032,628,000, and were 7 per cent less than the $1,083,988,000 expended for the same purpose during the same period of 1944. They exceeded those for the comparable period of 1943 by almost 14 per cent, were 18 per cent greater than similar purchases in 1942, and topped the $731,444,000 spent for the same purpose during the corresponding eight months of 1941 by 38 per cent.

Excluding fuel, and considering only the purchase of materials and supplies from manufacturers, railway purchases of these items during August aggregated $95,868,000, and established a new high for this category. August purchases topped by 19 per cent the $80,424,000 expended for the same purpose during January, were 53 per cent greater than February purchases, exceeded the $78,049,000 spent for similar materials and supplies during March by 23 per cent, and surpassed the April total by approximately 10 per cent. August purchases also exceeded the May total by $11,326,000, topped the $80,752,000 spent for the same purpose during June by 19 per cent, and were almost 12 per cent greater than the $85,950,000 expended for similar materials and supplies from manufacturers during July.

Expenditures for fuel during August totaled $49,476,000, a drop of 3 per cent below the $50,998,000 spent for similar supplies during July. They were more than 4 per cent less than January purchases, which totaled $51,683,000, approximated the February total, but dropped 9 per cent below the year's high registered during March, which amounted to $54,270,000. August purchases exceeded the April total by 67 per cent, were 62 per cent greater than the $30,499,000 spent for the same purpose during May, and topped June purchases by a full 20 per cent.

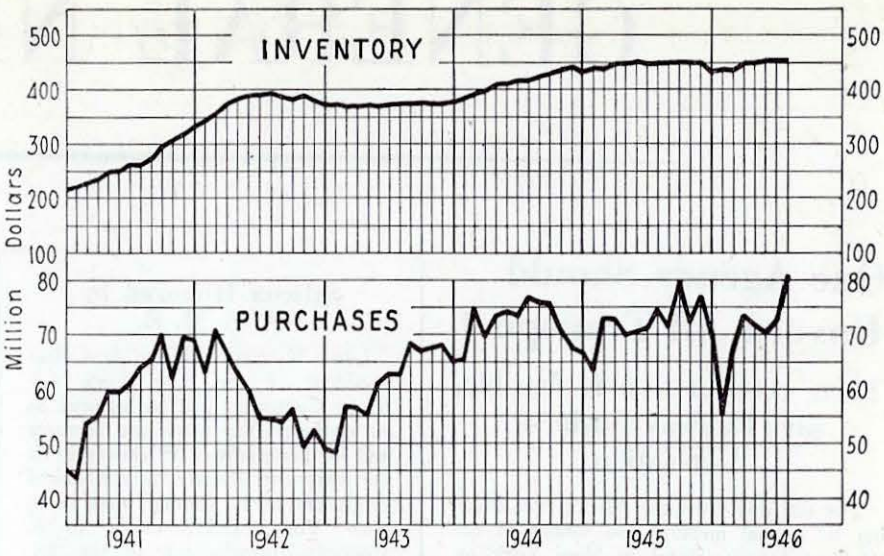
Railway fuel purchases during August were 9 per cent greater than the $45,402,000 spent for similar supplies during the comparable month of 1945, topped the August, 1944, total by 3 per cent, were 9 per cent greater than the $45,403,000 expended for fuel during the correspond-




**Fuel purchases during August showed a drop of 3 per cent below the July total and, despite price increases, the eight-month purchases dropped below comparable 1944 and 1945 totals. Fuel inventories totaled $44,907,000 on August 1, 1946, compared with $56,248,000 one year earlier**

ing month of 1943, exceeded purchases during the eighth month of 1942 by 39 per cent, and were 62 per cent more than the $30,527,000 spent for similar supplies during August, 1941.

The class I roads spent $357,398,000 for fuel during the first eight months of 1946, compared with $374,618,000 during the same period last year. Such purchases for the first eight months of the present year were 11 per cent less than the $401,397,000 spent for the same purpose during the comparable period of 1944. However, they were approximately 2 per cent greater than the 1943 total, topped the $274,708,000 spent for fuel during the first eight months of 1942 by 30 per cent, and were 64 per cent greater than similar purchases during the same period of 1941, which aggregated $218,554,000.




**The above chart indicates that, despite critical shortages, high-volume buying of miscellaneous materials and supplies (excluding crossties, rail and fuel) continued through August and totaled $81,183,000. Inventory values dropped 0.4 per cent below the July 1 balance and amounted to $455,263,000**

## Miscellaneous Materials Gain

A new peak was also established in the monthly purchases of miscellaneous materials and supplies (excluding crossties, rail and fuel) required for the maintenance of equipment, structures and track, which for the most part comprise storehouse stocks, when the August total reached $81,183,000. This figure represents a gain of 16 per cent over the January total, topped February purchases by 46 per cent, surpassed March by 21 per cent and April by 10 per cent, was 13 per cent more than the $71,960,000 spent for the same purpose during May, was approximately 16 per cent greater than June purchases, and was 12 per cent more than the $72,401,000 spent for similar materials and supplies during July.

August purchases of miscellaneous materials and supplies (excluding crossties, rail and fuel) topped the $74,771,000 spent for the same purpose during the comparable month last year by 8 per cent, exceeded the August, 1944, total by 6 per cent, were 29 per cent greater than the $62,714,000 expended during the corresponding month of 1943, surpassed the August, 1942, total by 48 per cent, and were 26 per cent greater than the $64,278,000 spent for similar materials and supplies during the comparable month of 1941.

Crosstie purchases during August amounted to $8,622,000, or 49 per cent more than the January total; they topped the $6,084,000 tie expenditure during February by 42 per cent, and March by 9 per cent; surpassed the $7,672,000 spent for crossties during April by 12 per cent, exceeded the May total by 9 per cent, the June total by 24 per cent, and were 7 per cent greater than the $8,046,000 expended for ties during July.

Although crosstie purchase figures reflect an appreciable increase, optimistic conclusions should be tempered by consideration of the price increases granted during 1946. August tie purchases topped the $6,594,000 spent for ties during the same month last year by 31 per cent, were 14 per cent greater than in August, 1944, exceeded the $8,156,000 expended for similar material during the corresponding month of 1943 by 8 per cent, were 54 per cent greater than in August, 1942, and topped the $4,297,000 spent for the same purpose during the comparable month of 1941 by 100 per cent.

Expenditures for rail during August were greater than for any other month so far this year and amounted to $6,063,000. This represented a gain of almost 26 per cent over the January total, topped the year's low registered during February by 659 per cent, surpassed the $3,886,000 spent for rail during March by 96 per cent, exceeded the April total by 3 per cent, topped the $4,716,000 expended for rail during May by 28 per cent. June by 66 per cent and July by 10 per cent.

August rail purchases topped the $5,977,000 spent for this material during the same month last year by 1 per cent, but were almost 5 per cent less than in August, 1944. However, they topped the $4,396,000 expended for rail during the eighth month of 1943 by 38 per cent, were 31 per cent greater than the August, 1942, total, and surpassed the $3,873,000 spent for similar material during the corresponding month of 1941 by approximately 57 per cent.

## Inventory Values at New High

Materials and supplies in stock reached a new high on August 1, 1946, when they totaled $619,762,000, which was 2 per cent more than the $608,103,000 on the same date last year, 4 per cent more than on August 1, 1944, 19 per cent more than on the comparable day of 1943, 16 per cent greater than 1942, and 60 per cent greater than 1941.

According to *Railway Age* estimates, fuel supplies in stock on August 1 amounted to $44,907,000, a drop of 20 per cent below the August 1, 1945, balance, 30 per cent less than 1944, 23 per cent less than the $58,216,000 fuel supply on hand August 1, 1943, and 11 per cent below the August 1, 1942, balance, but topped the $29,299,000 fuel balance on hand August 1, 1941, by 53 per cent.

Crosstie inventories on August 1, 1946, aggregated $83,038,000, an increase of 15 per cent over January, 1946, balance, topped the $76,253,000 tie inventory on March 1, by 9 per cent, exceeded the June balance by 7 per cent, and were 9 per cent greater than the $76,469,000 tie stock on July 1, 1946.

Rail stock on August 1 totaled $24,163,000, a drop of 8 per cent below the rail supply on the comparable day of 1945.

On the other hand, it topped the August 1, 1944, rail balance by 4 per cent, exceeded the $19,035,000 supply on hand on the corresponding day of 1943 by 27 per cent, and topped the 1942 balance by 11 per cent, but sagged 4 per cent below the August 1, 1941, rail balance, which totaled $25,156,000.

Scrap inventories on August 1 were valued at $12,391,000, 33 per cent more than the supply one year earlier, topped the scrap balance on August 1, 1944, by 28 per cent, exceeded the $9,258,000 supply on the corresponding day of 1943 by 34 per cent, surpassed the 1942 balance by 32 per cent, and topped the $10,264,000 scrap supply on August 1, 1941, by 20 per cent.

# GENERAL NEWS

## One Agency Should Govern All Transport

### Then coordination is feasible, says Railway Business Association

The Railway Business Association, holding its annual meeting and dinner at the Waldorf-Astoria Hotel in New York on November 21, made public its advocacy of changes in the Interstate Commerce Act in the interest of a revised transportation policy to put all forms of transport on a fair and equal footing under regulation by a single agency.

The association's position is stated in a letter from Harry A. Wheeler, its president, to Representative Clarence F. Lea, chairman of the House committee on interstate and foreign commerce, in response to one of the questions contained in the questionnaire sent to many transportation groups to elicit comments to guide the committee's appraisal of the national transportation policy.

Mr. Wheeler's reply covered coordination, federal aid, consolidation and regulation of transport. It proposed the elimination of any provisions of the federal law or administrative interpretations which now restrict voluntary coordination between the several types of interstate transport. Mr. Wheeler stated that the reply was in the interest of a coordinated national transportation system fair not only to the railroads, but to all other forms.

While voluntary coordination is favored by all forms of transportation, in principle, the trucking interests and airlines are inclined to oppose coordination by common ownership, he pointed out. The association, on the contrary, favors coordination not only within each type, but between all types, with regulatory safeguards against monopoly for any type. At present, of course, the railroads, with the exception of auxiliary and supplementary service, are to a large extent barred, either by statute or by administrative interpretation, from providing other forms of transport.

An amendment is proposed to the Interstate Commerce Act to permit one form of carrier to engage in other forms of transport, provided the appropriate regulatory authority, on consideration of the facts, decides that such operation is in the public interest.

**Recommendations**—Specifically the association urges "that all 'for-hire' interstate carriers be premitted by law to operate other forms of transport within reasonable territorial limits, provided always that the regulating agency determines that such operation will be consistent with the public interest and public policy"; and "that all 'for-hire' interstate carriers be encouraged to coordinate their services through contractual arrangements and that any statutory provisions or administrative interpretations which restrict voluntary cooperation between the different types of interstate transport should be eliminated. Whether coordination is achieved through common ownership of the different forms of transport or by contractual arrangements, the public interest, rather than the individual interest of any form of transport, should be paramount."

"It is our considered judgment," Mr. Wheeler continued, "that the great expansion of highways, waterways, and airways has made it desirable to eliminate unnecessary, uneconomical, and duplicating transportation by a closer coordination of transport services wherever such action can be shown to be in the public interest. . . .

"Services on the highways, waterways and airways all have an increasingly important place in our transportation machine, and there are certain services which each type of carrier can perform better, more efficiently, and more economically than any other type of carrier. The inherent advantages of each mode of transport should be fully recognized, fostered, and preserved. The potency of competition as a spur to individual initiative in bettering service and reducing costs should—and undoubtedly will—be recognized.

"The desirability of a closer coordination of interstate transport services is generally recognized, but the question of whether such further coordination should be effectuated through wholly owned subsidiaries—such as, for example, an airline owned and operated by a surface carrier,—or through contractual arrangements, such as the hiring of trucks and the services of highway operators by a railroad—is a

(*Continued on page 890*)

### Sillcox Honored by A. S. M. E.

Lewis Ketcham Sillcox, first vice-president of the New York Air Brake Company, will be honored as an engineer, executive and lecturer and for his qualities of leadership by the American Society of Mechanical Engineers at its annual meeting in New York, December 2 to 6. Honorary membership in the Society will be conferred upon Mr. Sillcox, who was awarded the Society's medal in 1943, at a banquet in the Hotel Pennsylvania on December 4.

## No Rubber Dollars in Railroads' Tills

### Norris calls for common sense in shippers' appraisal of rivals' subsidies

Asserting that the nation should stop treating the railroads as an "unwanted stepchild" and should start doing everything possible to preserve and protect and to promote the further development of this most essential form of transportation, Ernest E. Norris, president of the Southern, told the Traffic Club of Chicago on November 21 that the nation must assume a new and more realistic approach to consideration of the whole transportation picture.

"First and foremost," Mr. Norris said, "it must be universally recognized that the railroad business is like any other business. It goes bankrupt if it is forced to spend more than it earns. Furthermore, the railroad dollar is like any other dollar—it can be stretched so far, and no farther. When railway operating costs — wages, taxes, materials and supplies — increase faster than income, and when the dollar-stretching process has reached its limits, the hot breath of the sheriff is felt on the necks of railroad managements, as surely as night follows day. To state it another way, unless railroad revenues are sufficient to cover expenses, and to pay a reasonable return to their millions of owners, they cannot stay in business as a self-supporting, taxpaying, privately-owned industry."

**The Investor Needs a Break**—Moreover, he continued, if the railroads are constantly to improve their services, facilities and equipment, there must always be something in the "kitty" to encourage investors to put their savings in railroad securities. For too many years, the private investor in the railroad field has been the "forgotten man." He must be given more than the present "heads I win and tails you lose" break. If that is not done, the invigorating stream of private capital will dry up, and the railroads' plans for continued modernization and improvement must reluctantly be "packed away in mothballs."

In only one year since 1920, Mr. Norris added, have the railroads earned as much as five per cent upon their property investment, and that was in 1942 when the return was 5½ per cent. During the entire second World War period—from 1941 to 1945—it averaged only 4.22 per cent. For the five years just before the war it averaged 2.22 per cent. This year, although the railroads are handling the greatest peacetime traffic in history, it is estimated that the return upon their property investment

(*Continued on page 891*)

# Santa Fe's St. Louis Entry Is Advocated

## Gurley and Budd outline plans for development of Alton line

Fred G. Gurley, president of the Atchison, Topeka & Santa Fe, and Ralph Budd, president of the Chicago, Burlington & Quincy, outlined to the Interstate Commerce Commission plans for the expenditure of $11 million and for the inauguration of additional high-speed freight and passenger service over the present line of the Alton and Burlington between Kansas City, Mo., and St. Louis, if the Santa Fe and the Burlington are permitted to acquire the Alton's portion of the through line and if the Santa Fe is also allowed to operate into St. Louis over the eastern portion of the line, which is, and will remain, a part of the Burlington. Hearings on the petitions for authority to carry out this plan began in St. Louis on November 12.

The Santa Fe and the Burlington are seeking authority to purchase the Alton's line, exclusive of terminals at Kansas City, from Mexico, Mo., to the Kansas City terminal area, and the Alton will grant the two roads trackage rights over the 2.2-mile segment of its line between Mexico and Francis, which it proposes to retain as a part of its Roodhouse, Ill.,-Mexico line. The Santa Fe proposes to operate from Francis to St. Louis over the Burlington. As a part of the same general plan, but involving an entirely different line, the Burlington is requesting authority to operate under a trackage agreement over the Santa Fe from Bucklin, Mo., to Kansas City, and, as an alternative route, over the Santa Fe from Bucklin to Camden, Mo., thence over the Wabash to Birmingham, Mo., a junction of the Wabash and the Burlington.

**Would Shorten Q's Route**—If all of these applications are granted, the Santa Fe will gain its long-desired entrance to St. Louis; the Burlington will shorten its mileage between St. Louis and Kansas City by 69 miles to 279 miles, a distance comparable to the 279 miles of the Missouri Pacific, the 278 miles of the Wabash, and the 300 miles of the Chicago, Rock Island & Pacific—the other direct, single-line routes available; and the Burlington will shorten its Chicago-Kansas City distance by 24 miles and will eliminate numerous speed restrictions on the present route.

In his testimony, Mr. Gurley told the commission that the Santa Fe, if the application is granted, contemplates establishing St. Louis sections of the "Super-Chief" and "El Capitan," with running time between St. Louis and Los Angeles less than that between Chicago and Los Angeles. Mr. Gurley was sharply critical of a proposal of the late L. W. Baldwin, president of the Missouri Pacific, made in August, 1945, in which the latter solicited for his road the handling of through St. Louis cars in connection with three Santa Fe streamliners.

Mr. Gurley stated that "it is significant the letter had been written after Santa Fe plans for a St. Louis gateway had become known." He charged that, due to long-haul interests of the M. P. in the Pueblo, Colo., and El Paso, Tex., gateways, the Santa Fe cannot accept the M. P. as a working ally. Mr. Gurley promised that Santa Fe passenger schedules via St. Louis would be coordinated with schedules of eastern lines.

Concerning freight, Mr. Gurley said that better service would be given the road's St. Louis patrons by eliminating interchange delays at Kansas City. He said that the Santa Fe was handicapped in its efforts to secure St. Louis traffic by the "cut-off" times of its connections at Kansas City, which frequently resulted in connecting lines' trains leaving that city without cars which may have been delayed on the Santa Fe. Elimination of the interchange, he said, would enable the Santa Fe to protect its own connections and to overcome any delays west of Kansas City by faster running from Kansas City to St. Louis. Services of the Terminal Railroad Association of St. Louis would be utilized for the interchange of traffic with lines radiating from East St. Louis, Ill., Mr. Gurley said.

**$11 Million for Improvements**—Mr. Budd testified that, if the sale is approved, the two roads contemplate the expenditure of about $11 million on the combined lines of the Alton and Burlington between St. Louis and Kansas City. Of this total, $9 million will be spent on the Alton's line from Mexico to Kansas City and the remainder on the Burlington's line from Francis eastward. West of Mexico it is proposed to improve the present Alton line by establishing better drainage, stabilizing embankments, applying new ballast and ties and by replacing the existing 100-lb. rail with rail of a heavier section. The remainder of the improvements, other than to the signaling system, will consist of line and grade revisions.

On the Burlington's line from Francis to Old Monroe, Mo., the junction with the Burlington's line running northward from St. Louis, no line revision will be necessary, but some reballasting and re-laying of rail will be required. Centralized traffic control will be installed on the entire Alton-

(*Continued on page 892*)

### A. A. R. Meets December 13; Fletcher Acting Head

The annual meeting of member roads of the Association of American Railroads, which was postponed from November 20, will be held on December 13 at the Biltmore hotel in New York. It will be preceded on December 12 by a meeting of the A.A.R. board of directors.

The meeting was postponed because of the illness of the late John J. Pelley, A.A.R. president, who died on November 12. Following Mr. Pelley's death, the A.A.R. announced that the executive committee of its board of directors had requested R. V. Fletcher, vice-president—research, to perform the duties of president for the time being.

# Army Transportation Group Holds Meeting

## Patterson, Johnson and Denney among speakers at first annual convention

Establishment of a federal department of transportation with cabinet rank and of a permanent Army Transportation Corps, and continuation of the war-born cooperation between the transportation industry and the military forces in the interest of preparedness, were urged by speakers addressing more than 200 members of the Army Transportation Association at its first annual convention at the Palmer House, Chicago, on November 13 and 14.

Secretary of War Robert P. Patterson, speaking to approximately 750 persons at the association banquet, pointed out what he considered the advantages of consolidating the War and Navy departments into a single department of national defense. High-ranking army personnel, including several general officers, declared that the Transportation Corps should be placed on a permanent basis. Problems in rail, air, highway and water transportation were discussed by executives of the respective branches of the transportation industry.

Colonel J. Monroe Johnson, director of the Office of Defense Transportation, called for a transportation department, with a representative in the President's cabinet, but emphasized his opposition to government control of the transportation industry. He said that the industry had shown the people of the United States that it should be in the hands of transportation people and not of the government.

He reminded his audience that the railroads are loading more cars now than during the war, in spite of the facts that fewer cars are available and over half of them are past retirement age. Pointing out that the production of cars is going down day by day, Colonel Johnson remarked, "while the load gains, the capacity shrinks." He reiterated his praise of the railroads for their war-time job, terming war transportation a "miracle which took incessant plodding and patriotic effort."

Secretary Patterson, like other speakers, prefaced his remarks with a tribute to the late John J. Pelley, president of the Association of American Railroads, who had been invited to address the meeting. Wishing success to the Army Transportation Association, he predicted that it "will be a useful medium for maintaining the cordial relations between the transportation industry and the Army that existed while America was fighting for its life." He said that the Transportation Corps, the Army's youngest service, had proved its worth so thoroughly that at the next session of Congress legislation would be asked to establish it as a permanent corps of the army.

In urging consolidation of the War Department and the Navy Department, Mr. Patterson forecast the character of military transport of the future, declaring that pressure for development and utilization of the most efficient means of transportation will be strong. He predicted changes in favor of speed and flexibility, and said weapons and

equipment will be of such design and weight as will greatly facilitate their carriage, including carriage by air.

The lessons of World War I contributed largely to the successful relations between the Army and the railroads in World War II, said C. E. Denney, president of the Northern Pacific, who related some of his experiences in the service during the earlier conflict.

Among the principles the Army and the transportation industry learned by experience in 1917 and 1918, Mr. Denny continued, were these: Details should be left to men on the ground; plans should be prepared by men of experience; self-reliance should be developed, rather than dependence on Washington; those responsible for transportation should be informed in advance of shipments to be moved; routes avoiding congested terminals and interchange points should be utilized; car shortage "alibis" should be answered by supplying cars; and the railroads should be told what has to be done, not how to do it.

Clark Hungerford, vice-president, Operations and Maintenance department, A. A. R., said that the railroads cannot be "demobilized," but must be kept physically strong and ready for any transportation emergency. To do this, he said, will require sufficient equipment and facilities to provide the best transportation service at the lowest possible cost. The kind of research and technological progress which has been responsible for the phenomenal gains in efficiency and service in the past 25 years must be continued and accelerated, he added.

Mr. Hungerford told the session that the railroads must be able to attract the investment of billions of dollars of capital for these purposes, which can only be done when the railroads are in a position to make a living by handling a large volume of traffic at compensatory rates.

"The problem of the railroads is a problem for all of us," he declared. "It is a business problem, a public problem, because the very future of our country—indeed, its very security—is so largely dependent upon the low-cost dependable mass transportation which only the railroads can provide."

A strong and permanent Transportation Corps was urged by two general officers who participated in World War II. Maj. Gen. Frank S. Ross (retired), former Chief of Transportation, European Theatre of Operations, spoke of many inefficiencies due to "non-preparedness, stupidity, and smug indifference on the part of all, including the industry." He said that industry "cannot sit blithely by and not participate in the military end of this game during the piping time of peace."

Similar views were expressed by Maj. Gen. Edmond H. Leavey, Chief of Transportation, who stressed preparedness to avoid the same mistakes, and explained that to this end a nucleus of personnel is being maintained in the Transportation Corps.

A plea that all forms of transportation be maintained on an efficient basis for national security, was made by Robert Ramspeck, executive vice-president of the Air Transport Association of America, who said that "each has its place in the scheme of our civilization." Maj. Gen. C. H. Kells (retired), director, Port of Boston Authority, urged better port facilities, declaring that "every seaport and most inland waterway ports are antiquated and must be rebuilt." He said the government needs to act now to assure preparedness through improved facilities, for which expenditure soon of a billion dollars or more for piers, railroad yards, freight terminals and other ocean shipping acilities was suggested. Ted V. Rodgers, president of American Trucking Associations; Arthur M. Hill, president of the National Association of Motor Bus Operators; Almon E. Roth, president of the National Federation of American Shipping, and Brig. Gen. Robert H. Wylie, assistant chief of transportation, were other speakers.

At its business meeting the association elected two new officers and re-elected seven. Arthur M. Hill became third vice-president, and General Ross was elected fourth vice-president.

Re-elected officers are: President, H. W. Siddall, chairman of the Interterritorial Military Rail Committee, Chicago; first vice-president, M. F. Redfern, Secretary of the Air Transport Association of America, Washington, D. C.; second vice-president, A. G. Syran, director of the division of ship requirements and allocations, United States Marine Corps, Washington; fifth vice-president, Ted V. Rodgers; secretary-treasurer, William H. Clopton, colonel, United States Army, retired, Washington; and general counsel, J. P. Shedd, Jr., deputy chief, legal division, office chief of transportation, Washington.

## Two New Streamliners Named for "Chessie"

Two Chesapeake & Ohio streamliners now on order from the Budd Company will take the name of the railroad's internationally-known cat and become known as the "Chessies", Robert R. Young, the road's chairman, has announced. The comforts and innovations in rail travel to be incorporated in the new trains were described on page 798 of *Railway Age's* Passenger Progress Issue (November 16). The "Chessies" are part of the C. & O.'s post-war modernization program, which calls for the replacement with new rolling stock of all passenger cars in mainline service.

## Erie Provides Baggage Transfer at Chicago

A new service for Erie coach and Pullman passengers going beyond Chicago, where a change of trains is necessary, has been put into operation, R. B. Rogers, passenger traffic manager, has announced. Described as the first of its kind on any railroad, this service relieves passengers of any inconvenience in transferring hand baggage from Erie trains to the station of any other railroad serving Chicago.

"The service is more flexible and offers greater advantages to more passengers than coast-to-coast Pullman car service," Mr. Rogers said. "It is available to coach as well as Pullman passengers, and may be used by passengers transferring to any train leaving any downtown Chicago station for any destination."

Before arriving at Dearborn Street station in Chicago, porters on Erie trains take charge of the passengers' hand baggage, for which they issue receipts. The baggage is then transferred to the parcel room of the station from which the passenger is to leave. When ready to board his outgoing train, he merely presents the check at the parcel room there and his baggage is turned over to him without charge.

## New Columbia Steel Traffic Manager

Howard M. Daschbach, traffic manager of the Geneva Steel Company, a subsidiary of the United States Steel Corporation, has been appointed also traffic manager of the Columbia Steel Company, another United States Steel subsidiary. He first entered employment with United States Steel subsidiaries as a routine clerk for the American Wire & Steel Co. after two years' service with the Baltimore & Ohio.

## Southern's Train Is Now the "Pelican"

The Southern has announced November 15 that its New York-New Orleans trains designated as Nos. 41 and 42, operated in conjunction with the Pennsylvania and Norfolk & Western, will be known hereafter as the "Pelican," rather than as the "New York - Washington - Chattanooga - Birmingham - Shreveport - New Orleans Train." Diesel-electric locomotives will be assigned to this train between New Orleans and Bristol, Tenn., with faster schedules.

## Anti-Railroad Policies Attacked by Sims

The public policy which prevents the railroads from tieing their rates and fares to their costs is one of the major ailments of the railroads, Harold M. Sims, director of public relations of the Western Association of Railway Executives, told the advisory council of the National Editorial Association at a meeting in Chicago on November 16.

"This is the reason for the 'profitless prosperity' they are now experiencing," he said. "There has been a flood of 'decontrolling' during the last few weeks, but it hasn't reached rents, sugar, rice or railway rates. And when everything else is 'decontrolled,' railroads will continue to have their charges established by public agencies."

He charged that various public policies were working against the railroads, which would add up to "insolvency, collapse, and government ownership." Speaking on the subject, "The Railroads and the Rural Press," Mr. Sims declared that the salvation of the railroads and the hope of private enterprise in America lies very largely in the 'lap of the rural press.'

"Main Street—not Wall Street—owns the railroads," he stated, pointing out that close to two million different persons or corporations own the railroad's stocks and bonds.

He urged the rural press to inform the public of the railroad situation, stating that through the influence of citizens and voters sound public policies will be adopted to assure private ownership of the railroads with "adequate railway transportation of the highest standards at the lowest possible cost."

## Ten-Months' Ton-Miles

The volume of freight traffic handled by Class I railroads in the first ten months of 1946 was approximately 16.1 per cent under 1945 and about 20.9 per cent less than in the corresponding period in 1944, according to a preliminary estimate by the Association of American Railroads. Freight traffic in the first ten months of 1946 totaled approximately 491 billion ton-miles, compared with 585 billion ton-miles in the same period last year.

| | 1946 | 1945 | Per cent change |
|---|---|---|---|
| First 8 months | 380,117,678,000 | 482,167,312,000 | dec. 21.2 |
| September [a] | 52,700,000,000 | 52,600,000,000 | inc. 0.2 |
| October [b] | 57,700,000,000 | 49,800,000,000 | inc. 15.9 |
| Total 10 months | 490,500,000,000 | 584,600,000,000 | dec. 16.1 |

[a] Revised estimate
[b] Preliminary estimate

October traffic amounted to about 57.7 billion ton-miles, an increase of 15.9 per cent compared with October, 1945. The amount of traffic handled by the Class I roads in October this year, however, was 55 per cent greater than the volume carried in October, 1939.

The table summarizes revenue ton-mile statistics for the first ten months of 1946 and 1945.

## Speaker Tells Ticket Agents of Boom in Travel

War-born travel habits, combined with tremendous improvements in transportation, will stimulate Americans to do the greatest amount of traveling they have ever done, E. P. Burke, passenger traffic manager of the Pullman Company, told the American Association of Railroad Ticket Agents at its convention in Chicago, on November 4-5.

Mr. Burke predicted that the railroads and Pullman would hold and expand their share of the enlarged travel market, which some experts have estimated at $10 billion during the next year, compared with $6 billion in the last pre-war year. He said that many improvements to attract customers were being made, which includes orders for more than 2,700 streamlined cars.

## F. G. E. Aluminum Refrigerator

A new, all-purpose, aluminum railroad refrigerator car, designed to provide more efficient and dependable transportation of perishables, has just been completed at the Indiana Harbor shops of the Fruit Growers Express Company and will be exhibited in a number of the larger cities throughout the country.

This car, developed as part of an experimental program being carried on by Fruit Growers and its associated companies, the Western Fruit Express and the Burlington Refrigerator Express, utilizes Reynolds aluminum alloy for the entire side superstrpcture, including side sheets, side posts, side sills and side plates, as well as for the ends, roof, running boards, hatch frames, hatch covers, power hand brake housing, brake step, bunker pans and parts of the installation of the air-circulating fans. As a result of this wide use of aluminum alloy, the car weighs only 50,600 lb., or approximately 3½ tons less than conventional refrigerator cars now in use.

The car has rolled steel wheels, and is equipped with improved bolster springs, Timken roller journal bearings and A. A. R. recommended 40-ton capacity trucks with spring plankless self-alining features.

Several features of the new car were expressly designed for the convenience and economy of shippers and receivers of perishable goods. For ease in trucking when loading or unloading the car, the tops of the door thresholds are flush with the top of the floor racks. Another added convenience is built-in electric lights with double prismatic lenses of the bowl type. These lights are set flush in the car ceiling and are wired for outside connections with ordinary plug-in sockets. In addition, the car has part-stage icing devices which permit the use of less than a full bunker capacity of ice when this is desired.

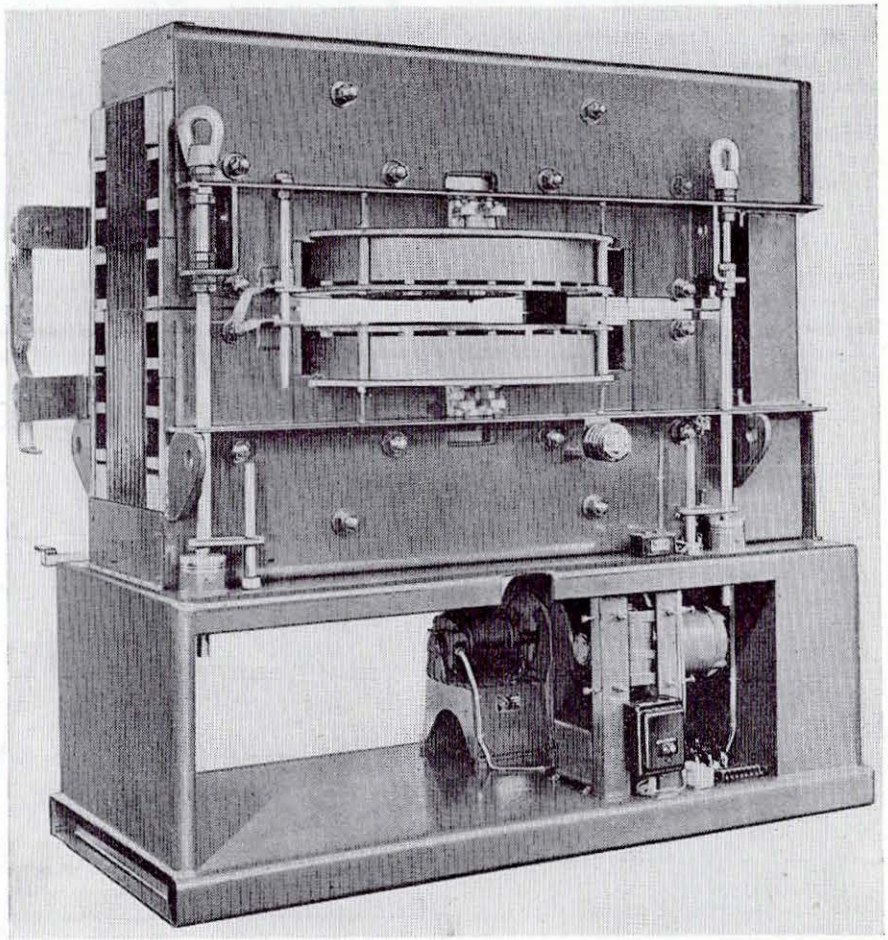
For high insulating efficiency with minimum weight, 4 in. of lightweight insulation is applied throughout in the roof and floors and 3½ in. in the side walls and ends. The doors are of the rabbeted type, with cushion rubber seal to prevent heat losses. A 1-in. flue space is provided in the side walls from a little below the ceiling to the bottom of the slats of the floor racks.

Dial-indicating thermometer equipment, developed by the Fruit Growers Express Company, is built into the car to permit inside temperatures to be read from the outside by the use of a reading instrument plugged into a receptacle connected with the inside of the car. This installation does not interfere with the loading or blowing of crushed ice over the lading.

## Allis-Chalmers Betatron Gives Industry a New Tool

What was described as the first public demonstration of the betatron—a machine for the production of X-rays of exceptionally high intensity—was held November 14 at the United States Arsenal at Picatinny, N. J. Industrial applications of the apparatus were developed during the war, and others are in the research stage.

The betatron, a product of the Allis-Chalmers Manufacturing Company, is in effect a transformer in which a stream of electrified particles, taking the place of



**Allis-Chalmers' betatron "sees" through twenty inches of metal**

the secondary winding, develops 20,000,000 volts and creates a rich supply of very high frequency X-rays when directed against an appropriate target. With these rays photographs can be made through metal shapes or assemblies up to 20 in. thick, with sufficient detail to reveal minute internal flaws. The device can be operated by a laboratory technician, and its dimensions, power requirements and safety provisions are described as adaptable to industrial use.

## C. & N. W. Makes Traffic Film

A 16-mm. sound motion picture—"Rolling the Freight"—which shows how freight is handled in yards and terminals, has been completed by the Chicago & North Western. Many scenes of the film were taken at the road's Proviso Yard, and are accompanied by a graphic description of its operations, the road's announcement stated. Other yards are "toured" in the picture, which is designed for audiences ranging from high school students to railroad traffic men.

## Chicago Car Foremen Elect Officers

At the annual meeting of the Car Foremen's Association of Chicago in October, the usual reports of progress during 1945 and 1946 were presented and the following officers elected for the ensuing year: President, L. W. Dobbins, general car foreman, New York Central, Chicago; first vice-president, C. P. Nelson, assistant superintendent car department, Chicago & North Western, Chicago; second vice-president, C. L. Spees, mechanical department, Union Tank Car Company, Chicago; treasurer, C. J. Nelson, superintendent of interchange, the Chicago Car Interchange Bureau, Chicago; secretary, W. E. Angier, chief A. A. R. clerk, Chicago, Burlington & Quincy, Chicago.

## Freight Car Loadings

Reports of carloadings for the week ended November 16 were not available when this issue went to press.

Loading of revenue freight for the week ended November 9 totaled 913,345 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

### Revenue Freight Car Loading

| For the Week Ended Saturday, November 9 | | | |
|---|---|---|---|
| District | 1946 | 1945 | 1944 |
| Eastern | 179,734 | 157,222 | 155,214 |
| Allegheny | 194,033 | 179,120 | 182,810 |
| Pocahontas | 61,332 | 57,762 | 47,843 |
| Southern | 138,821 | 128,074 | 121,842 |
| Northwestern | 134,237 | 112,272 | 119,695 |
| Central Western | 141,215 | 136,971 | 135,778 |
| Southwestern | 63,973 | 66,797 | 76,682 |
| Total Western Districts | 339,425 | 316,040 | 332,155 |
| Total All Roads | 913,345 | 838,218 | 839,504 |
| Commodities: | | | |
| Grain and grain products | 49,424 | 57,540 | 51,511 |
| Livestock | 23,876 | 25,954 | 22,447 |
| Coal | 188,788 | 183,684 | 155,504 |
| Coke | 14,009 | 12,543 | 13,846 |
| Forest products | 46,256 | 33,726 | 39,951 |
| Ore | 58,279 | 42,143 | 53,554 |
| Merchandise l.c.l. | 131,205 | 116,493 | 108,205 |
| Miscellaneous | 401,504 | 366,335 | 394,486 |
| November 9 | 913,345 | 838,218 | 839,508 |
| November 2 | 922,312 | 851,962 | 893,069 |
| October 26 | 942,257 | 854,779 | 916,485 |
| October 19 | 931,766 | 773,807 | 906,005 |
| October 12 | 899,443 | 754,559 | 898,720 |
| Cumulative total, 45 weeks | 35,934,568 | 36,855,464 | 38,076,883 |

*In Canada.*—Car loadings for the week ended November 9 totaled 84,806 cars, as compared with 83,858 cars for the previous week, and 75,304 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada: | | |
| November 9, 1946 | 84,806 | 37,354 |
| November 10, 1945 | 75,304 | 31,754 |
| Cumulative totals for Canada: | | |
| November 9, 1946 | 3,170,810 | 1,548,520 |
| November 10, 1945 | 3,144,802 | 1,578,833 |

## Lehigh Valley Strike Off

F. R. Gerard, president of the Lehigh Valley, announced on November 18 that the threatened strike of that road's clerks and freight handlers, scheduled to start on November 20, has been called off as the result of an agreement reached by the road with the Brotherhood of Railway and Steamship Clerks, Freight Handlers and Station Employees. Announcement of the agreement, the terms of which were not then divulged, was made the day after President Truman had signed an order creating a three-man emergency "fact-finding" board to investigate the dispute. Grievances cited by union leaders as grounds for the threatened strike included demands for a wage increase and the recent transfer of employees to and from the Philadelphia, Pa., and Bethlehem headquarters, allegedly without regard for housing or other circumstances.

## Builders of Troop Cars—A Correction

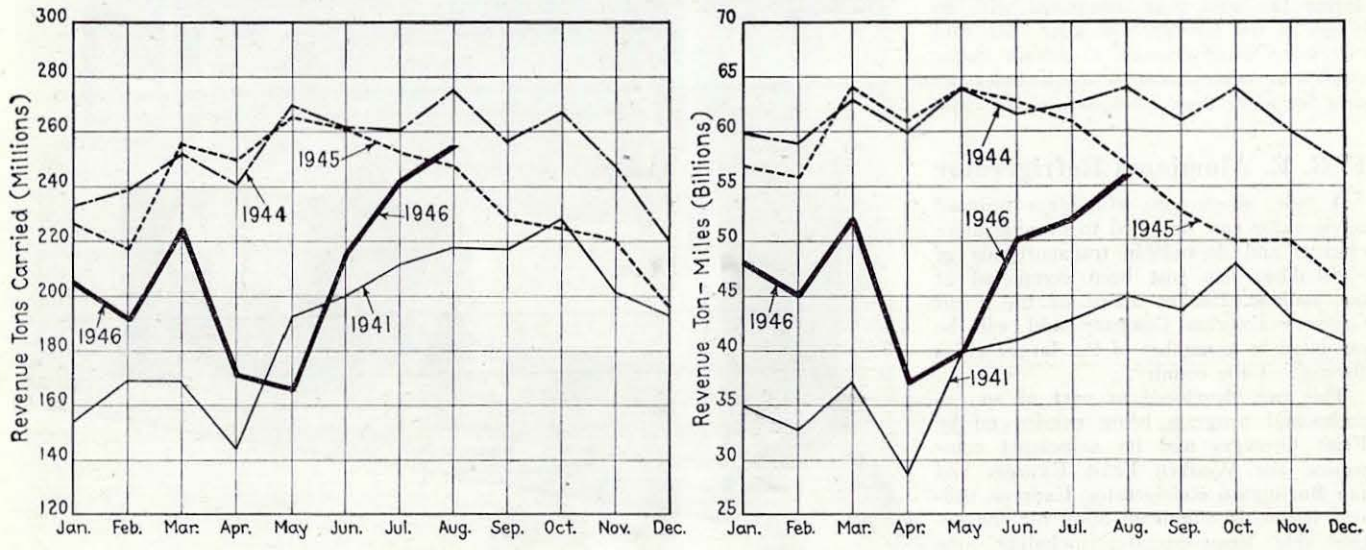
In a short news article on page 736 of the November 2 issue of *Railway Age*, the building of 500 troop kitchen cars and 2,400 troop sleepers which, along with other equipment, are being returned to the Reconstruction Finance Corporation, was credited to the Pullman-Standard Car Manufacturing Company. The kitchen cars were built by the American Car & Foundry Company.

The statement in the same article that the all-steel sleeping cars were the only passenger cars constructed during the war excludes hospital cars, 200 of which were built by the American Car & Foundry Company and 10 by Pullman-Standard. The former also turned out a combination passenger-baggage car and one steel Motorailer for the U. S. Navy.

## Santa Fe Gets Stainless Refrigerator Car

An experimental, streamlined, stainless-steel refrigerator car, No. 13,000, recently built for the Atchison, Topeka & Santa Fe by the Consolidated Steel Corporation, Los Angeles, Cal., was exhibited in Chicago, November 20 and 21. The car incorporates long Santa Fe experience in transporting perishable products and, in service tests, is expected to demonstrate important improvements over existing methods.

The new refrigerator car is a general-purpose 40-ton, 40-ft. car in which the underframe is a combination of welded Yoloy low-alloy high-tensile steel and open-hearth steel. The sides are No. 18-gage




**Revenue Tons and Revenue Ton-Miles—1946 Compared with 1941, 1944 and 1945**

stainless steel, welded; ends, welded stainless-clad steel; and roof, hot-dip galvanized, riveted. By the use of modern materials and welding technique, the car is designed to meet all strength requirements and yet be substantially lighter than most conventional refrigerator cars now in operation. Its light weight, ready for service, is 53,000 lb.

With unpainted stainless steel sides, doors and ends, the new Santa Fe refrigerator car presents a striking appearance. It utilizes water ice for a refrigerating medium and, among other distinctive features, is equipped with sliding 6-ft. side doors, Preco convertible lightweight bulkheads and air-circulating fans; also side air ducts which may be manually closed for precooling, or opened when the car is moving with refrigerated loads.

## C.P.R.'s "Toyland Special" Is Installed at Winnipeg

The Canadian Pacific has put a new train, the "Toyland Special," in operation in Western Canada. Hauled by an exact replica of a "Royal Hudson" engine on a one-sixth scale, it is the most up-to-date model of its kind in Canada and the pride of the Angus Shops at Montreal, where it was built under the direction of H. B. Bowen, chief of motive power and rolling stock of the system.

Scheduled to serve thousands of children this winter in principal E. Eaton Co. Ltd., stores in the Canadian west, the train operates around a 200-ft. oval track at a speed of four miles an hour. Residents along the track, domiciled there by Eaton's are all good friends of the passengers: the Old Woman in the Shoe, Humpty-Dumpty, Little Bo-Peep and other such pleasant folk.

Labeled 2851 to fit into the Royal Hudson serial numbers, the little locomotive with its tender weighs 1,400 lb. and is 15 ft. long, compared to the full-sized version which weighs over 660,000 lb. and is 90 ft. in length with tender. Equipped with an air-whistle and duplicating the real thing down to the pumps, dynamo and headlight, diminutive 2851 has a boiler and framework of steel. Its wheels are cast-iron and the auxiliary equipment aluminum casting. The locomotive is finished in standard C.P.R. colors of Tuscan red, bright red and black, with a silver-colored jacket and gold-plate lettering.

The source of the driving power is an electrical unit located under the first car behind the tender. A "dead-man" control prevents the train from being started when the operator's foot is off the pedal.

The observation car and four coaches, each named after a western Canadian city, are made of wood with monel-metal trim and are capable of holding six passengers each. The seats, upholstered in red plush carpet, are of concave shape for safety purposes. Tail-lights and awning on the observation car give a realistic touch to the rear end.

A feature of the equipment is the doubled track of 18-in. gage on the outside and 11-in. gage on the inside. While the engine operates on the narrow track, the rest of the train, which would otherwise be top-heavy with its load of passengers, runs on the broad one.

The pint-size model, which has a 52-foot overall length, is the C.P.R.'s second such working model, the other having been built in 1935. As in the earlier case, work on it was under the supervision of Harold Hayward, assistant shop engineer at Angus. With 25 men assisting, construction of it was started in April, 1946, and completed in September. Mr. Hayward accompanied the train to Winnipeg to supervise the installation at Eaton's for its maiden run on November 1. Afterwards, the train is scheduled to go to Regina, Calgary and Edmonton.

## October Operating Revenues 1.8 Per Cent Above 1945

From preliminary reports of 87 Class I railroads representing 81.2 per cent of total operating revenues, the Association of American Railroads has estimated that the October gross amounted to $575,953,572, an increase of 1.8 per cent above the $565,666,506 reported for the same 1945 month. Estimated October freight revenues were $460,346,022, compared with $397,304,057, an increase of 15.9 per cent, while estimated passenger revenues were $73,353,046, compared with $120,150,057, a decrease of 38.9 per cent. The estimate for all other revenue is $42,254,504, down 12.4 per cent from October, 1945's $48,212,392.

## Equipment Installed

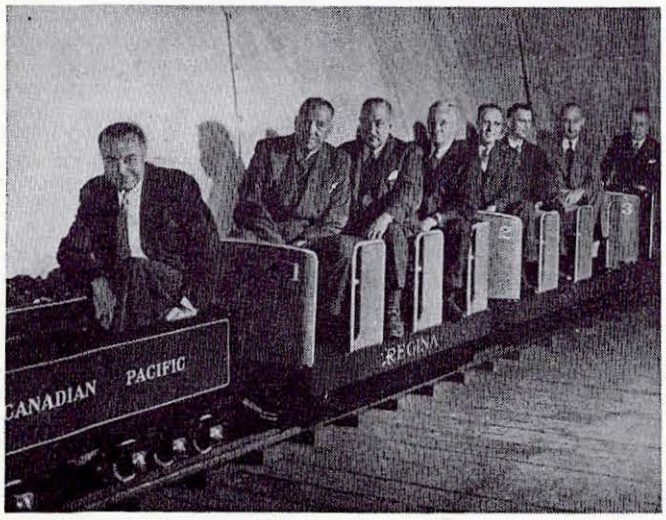
Class I railroads had 62,145 new freight cars on order on November 1, as compared with 37,904 on the same day last year, according to the Association of American Railroads. The number on order on October 1 was 61,419.

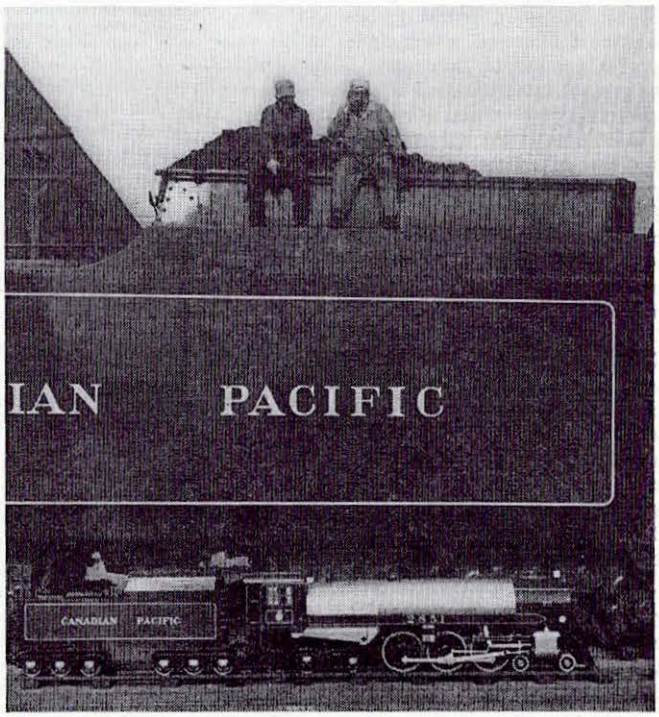
This year's November total included 15,569 hopper, of which 2,094 were covered hoppers; 5,412 gondolas, 1,159 flat, 21,926 plain box, 7,250 automobile, 10,229 refrigerator, 200 stock and 400 miscellaneous freight cars.

The Class I roads also had 573 locomotives on order on November 1, compared with 520 on the same day in 1945. The former total included 67 steam, six electric and 500 Diesel-electric locomotives, compared with 117 steam and 403 Diesel-Electrics a year ago.

Class I Roads installed 34,127 new freight cars in service in the first ten months of 1946, as compared with 33,696 in the same

**Right—The Giant and the Dwarf. Below—First Load of "Children" Rides the "Toyland Special." Left to right are: Harold Hayward, assistant to shop engineer, Angus shops, who had charge of the planning and construction of the model train; F. B. Walls, vice-president and managing director, T. Eaton Co., Ltd., Montreal; H. B. Bowen, chief of motive power and rolling stock, C. P. R.; H. R. Naylor, works manager, Angus shops; Jack Brockie, merchandise display executive, Eaton's, Toronto; Ernest Alin, merchandise display department, Eaton's, Montreal, and T. F. Donald, assistant works manager (locomotive), Angus shops**



period in 1945. The number installed in October was 3,502, compared with 3,800 in September. Freight cars installed in the first ten months of this year included 13,120 hopper, of which 3,012 were covered hoppers; 4,754 gondolas, 799 refrigerator, 161 flat, 2,283 automobile box and 13,010 plain box freight cars.

The Class I Roads also put 425 new locomotives in service in the first ten months of 1946, of which 79 were steam and 346 Diesel-electric. New locomotives installed in the same period last year totaled 522, of which 74 were steam and 448 Diesel-electric.

## One Agency Should Govern All Transport

(*Continued from page 884*)

matter of frequent discussion and much misunderstanding."

**A Detailed Study**—Further discussion of the subject is contained in a report on Transport Coordination in the United States, prepared by P. Harvey Middleton, executive vice-president of the R. B. A., to which Mr. Wheeler contributed an introduction.

Throughout the discussion by Mr. Middleton and the briefer exposition by Mr. Wheeler emphasis is given to the fact that needed legislation must respect the public interest of users of transport and of labor, as well as the private interests of owners, by preserving competition to the greatest extent consistent with elimination of unnecessary, uneconomical and duplicate facilities.

"Neither air, highway nor waterway operators should approve monopoly either for the railroads or for themselves," Mr. Wheeler states. "If we are to have a broad interchangeable transportation service, the open door of opportunity may not be closed against any."

Mr. Middleton recognizes that opposition may be interposed to the recommendations by air transport, trucking, bus and water transport interests. He includes in his report a number of statements in opposition to general integration of the various forms of transportation, and goes into a thorough exploration of the subject of transport coordination, embraces the legal aspects of the problem, as illustrated both in court and Interstate Commerce Commission rulings and in sections of the Interstate Commerce Act and the Civil Aeronautics Act limiting and defining the coordination now permitted.

He covers also the rulings of the I. C. C. on rail-highway coordination, the extent to which a number of large railroads and rail systems already are offering coordinated services under present limitations, the advantages of coordination, and the views of numerous individuals and groups in the transportation industry, both for and against, on extension of the principle

**A National Problem**—The report emphasizes the place occupied by the railroads as the core of the nation's transportation system but recognizes that there are certain services which each type of carrier can perform better, more efficiently, and more economically than any other type. Its author holds that the inherent advantages of each mode must be recognized and preserved, and that the problem of creating out of all modes the most efficient transportation system for the country is no longer primarily a railroad problem but a national transport problem involving the relationship of all carriers on the surface and in the air.

"All of the major railroad systems have non-rail transport services of one kind or another," Mr. Middleton states, citing a recent study of twenty-five systems operating 65,000 route miles for handling of less-than-carload freight and coordinated bus service of 74,400 route miles. Among the coordinated systems discussed in detail by Mr. Middleton are Atchison, Topeka & Santa Fe; Baltimore & Ohio; Chicago, Burlington & Quincy; Chicago, Milwaukee, St. Paul & Pacific; New York Central; Gulf, Mobile & Ohio; Illinois Central; Missouri Pacific; New York, New Haven & Hartford; Pennsylvania; Seaboard Air Line Railway; and Southern Pacific.

## A. S. M. E. Railroad Division Annual Meeting Program

At the annual meeting of the American Society of Mechanical Engineers, to be held at New York's Hotel Pennsylvania, December 2 to 6, inclusive, primary interest of railway and railway supply company engineers will center around the Railroad Division two-day meeting on December 4 and 5. The program will feature one symposium on Diesel road locomotive design for reduced maintenance and another on weight reduction in passenger-car equipment and specialties.

The division program is listed above.

WEDNESDAY, DECEMBER 4

| | |
|---|---|
| Executive, general and advisory committee meeting | 10:00 a.m. |
| All-committee luncheon | 12:00 p.m. |
| Symposium on Diesel Locomotive Design for Reduced Maintenance | 1:30 p.m. |
| Keynote speaker, J. P. Morris, general mechanical assistant, A. T. & S. F. | |
| Diesel engines, M. C. Sharp, superintendent automotive equipment, C. R. I. & P. | |
| Electrical equipment, W. C. Marshall, assistant superintendent motive power, C. M. St. P. & P. | |
| Chassis and running gear, G. F. Wiles, Diesel supervisor, B. & O. | |
| Accessories, F. Thomas, assistant to general superintendent motive power, N. Y. C. | |
| Annual dinner for members of the society | 6:30 p.m. |

THURSDAY, DECEMBER 5

| | |
|---|---|
| Annual report on Progress in Railway Mechanical Engineering | 9:30 a.m. |
| Chairman T. F. Perkinson, manager, Transportation Division, General Electric Co. | |
| Symposium on Weight Savings in Passenger Car Specialties | 10:00 a.m. |
| Keynote speaker, P. W. Kiefer, chief engineer, motive power and rolling stock, N. Y. C. | |
| Eleven 10-min. discussions by supply company engineers | |
| Railroad Division luncheon | 12:15 p.m. |
| Continuation of passenger-car specialty symposium | 1:30 p.m. |
| Installation of new officers | 4:30 p.m. |

## Calls RRs' Plight a Challenge to Employees and Public

Current political and economic conditions constitute a multiple challenge to the railroad industry, said E. M. Hastings, chief engineer of the Richmond, Fredericksburg & Potomac, in an address November 12 at a Boston, Mass., meeting of the New England Railroad Club. Mr. Hastings is the nominee for the 1947 presidency of the American Society of Civil Engineers.

"Why is the challenge so great?" he asked. "One of the principal reasons lies in the fact that, sad but true, the public mind does not understand or else has not taken the trouble to inform itself of the difficulties, obstacles and lack of support that the railways are given through the public bodies, the organizations of shippers and of industrial leaders.

"It seems to me that there is not sufficient interest taken in the welfare and problems of the railways by our great industrial corporations, probably because of the fact that they themselves are confronted with such tremendous problems to meet the economic situation but is it not true that railroad transportation ties in so completely with the life of our great industry in this country that the success of railway transportation directly affects and concerns the success of the industrial corporation and the manufacturer to the extent that a failure by the railroads immediately is reflected back and causes the slowing down, if not failure, on the part of industry."

Remarking that the cost of capital is the lightest part of the railroad's expense burden, he continued: "Can it be that the public mind expects a miracle? The railroads are not immune to the basic laws of economics; they have been given no adequate relief in meeting the higher costs of doing business while other industries have been allowed to charge higher prices to meet the higher costs that they could not absorb. This is one of the points in the challenge that presents itself to us, namely, to convince the public that they should support the railroad industry in their efforts to obtain a higher price for that which the railroads have to sell—transportation.

"Since the cessation of hostilities no relief whatever has been given the railroads; on the contrary their cost burdens have been increased. As an engineering officer of a railroad the thing that is most disturbing to me is the fact that we are paying today 128.6 per cent more for cross ties than we paid in 1939; we are paying 22.5 per cent more for steel rails; and the costs of all track materials, tools, in fact everything that is used for maintenance of a railroad, both in road and equipment, are constantly on the increase. Should we not, therefore, let our influence be felt by public regulating bodies and with the public generally in a concerted demand for recognition of the simple economic fact that you cannot live when you spend more than you receive?

**Competing with the Public Purse**—Mr. Hastings went on to say that "the rail transportation system of this country stands out as a bulwark of private enterprise in the face of constantly growing public utilities that will soon have us surrounded and

engulfed unless we accomplish the task that is ahead of us in spite of all the obstacles placed in our way. There is a great clamor for vast expenditures from the public purse; many such expenditures have been made; still greater ones are being planned which will call for millions and millions of the taxpayers' money to provide more and greater highways, longer and deeper waterways, the cutting of canals where natural waterways do not exist; tax-financed airports in almost every village, town and city—all in competition with our railroad transportation system, privately owned, paying for all of its cost of operation, furnishing the means of support for thousands and thousands of families in this country, paying large taxes on privately owned property and the earnings from such property, a portion of these taxes going to pay for the public utility that becomes our principal competitor.

"It seems to me that this latter fact presents one of the greatest challenges and should be of greatest concern to the American public that has in the past been concerned in fair play and equal opportunity—this challenge that I am speaking of now is the challenge to the railway family, the great army of employees, to become aware of the situation that confronts the industry and to educate themselves concerning the affairs of government so that they may know what is going on and through their influence as American citizens and voters defend the industry of which they are a part."

## No Rubber Dollars in Railroads' Tills

*(Continued from page 884)*

will be less than 2 per cent, even after including carry-back tax credits. As to dividends to stockholders, he said, even in the years of heavy traffic during the war just closed—"despite the rabid mouthings of the professional politicians about huge war profits"—they averaged only 2¾ per cent of the par value. "It is obvious that adequate revenue is a first and basic need of the railroads if they are to be financially strong and in a position to continually improve their services," Mr. Norris declared.

"Subsidy props must be knocked from under the 'leaners' in the transportation field," he continued. "These 'leaners'—the common carriers that are supported by the public purse—must be told to 'root hog, or die,' in the vernacular of the American pioneers who carved this nation out of the wilderness and made it great. And we must collectively plug our ears against the siren call of the 'cheap' transportation Pied Pipers who are leading us to transportation disaster. Under present conditions, every common carrier competing with the railroads enjoys substantial subsidies and exemptions at the hands of government. Fairness and sound transportation policy demand that each form of transportation, whether it be railways, highways, waterways, or airways, be accorded equal treatment under the law.

**Some Shippers Get the Subsidy**—"When one form of transportation is subsidized at the expense of another, it means that one shipper is being subsidized at the expense of another. It means that one community is being subsidized at the expense of another. And it frequently results in diverting traffic from the most efficient and economical form of transportation to a more costly and inefficient form of transportation. Then, too, it adds to the already astronomical tax burden of the American people. Part of every tax dollar paid into the public treasuries now goes to subsidize common carriers operating upon publicly-built waterways, highways, and airways.

"For the sake of our own pocketbooks, if for no other reason, every tax-burdened citizen and every tax-burdened industry should demand that the government stop spending vast sums of our money to build and maintain facilities which private commercial transportation companies use without paying adequate user charges. These facilities, never forget, are also tax-free so far as the commercial users are concerned."

How much this government zeal for duplicating existing transportation facilities is costing the taxpayers, Mr. Norris went on, is shown by the estimate that in the past twenty years more money has been spent by the government for this purpose than private investors have spent on the entire railway plant in all the years of its existence. And the expenditure of government money continues at a staggering rate. For example, he pointed out, there is the present half-billion dollar program for federal "aid" to airport construction; the half-billion dollar program for federal "aid" to highway construction; and corresponding sums for waterway projects. This does not take into account the expenditures for similar purposes by state and municipal authorities.

**Airlines Impatient for Dole**—"Under the guise of 'cheap' transportation," he said, "we are fostering an unsound system of transportation. We are also encouraging commercial carriers by highway, airway, and waterway to look to the taxpayer for most of their costs of doing business. For example, it was reported in my newspaper recently that delay by the Civil Aeronautics Administration in installing all-weather facilities is causing commercial airlines to predict that more flights will be cancelled during the coming winter than in any winter of airline history.

"Hoping for improvement by 1948, the story said, the airline men complain that it takes the better part of two years for the C. A. A. to decide on its equipment program, get the appropriation through Congress and obtain and install the equipment. 'Appropriation,' of course, means the taxpayers' money. Now suppose the railroads went to Congress, via the Interstate Commerce Commission, and asked that some of the taxpayers' money be used to provide new signals and the like for the railroads. You know what the answer would be to that one!"

Of all the agencies of common carrier transportation, Mr. Norris said, the railroad is the only one that costs the taxpayers nothing to build, nothing to maintain, and nothing to operate. Also, the railroads pay taxes on their stations, office buildings, shops, yards, roadway, rolling stock, and everything else they own. These railroad taxes help to lighten the tax burden of every citizen. And, ironically, part of the taxes paid by the railroads is used to provide the means for other commercial carriers to take business away from the railroads.

"For many years," he concluded, "the railroads and their friends have been going up and down this grand country of ours—urging, pleading, and begging that common sense be used to bring order our of the nation's transportation chaos. Frankly, however, I sometimes feel that all of us are merely 'spitting against the wind.' Indeed, it seems that there is an irresistible temptation to put off doing what obviously must now be done, and done without further delay! But, being an optimist, I am inspired and encouraged to hope that all is not lost."

## Alton Transportation Office Moved to Mobile

The Alton has moved its transportation department from Chicago to Mobile, Ala. Alex Grant, superintendent of transportation, continues in charge of this department, with jurisdiction over transportation, car distribution, embargoes, car records, and mileage and per diem reports on the Alton.

## Transportation Association Elects New Officers

Sidney Anderson, a director of General Mills, Inc., Minneapolis, Minn., was elected president of the Transportation Association of America at its annual meeting in Chicago on November 14, and James L. Madden, vice-president of the Metropolitan Life Insurance Company, New York, was elected chairman of the board and of the executive committee. Other officers elected at the session were: Fred A. Poor, president of Poor & Co., Chicago, vice-president and chairman of the finance and budget committee; and LeRoy Kramer, vice-president (retired) of the General American Transportation Corporation, Chicago, vice-president.

Donald D. Conn, executive vice-president of the association and Miss Edith C. Krogh, secretary and treasurer, were re-elected, as were regional vice-presidents at San Francisco, Chicago, and Nashville, Tenn., and regional directors at Chicago and New York.

Messrs. Anderson, Madden and Poor, and L. O. Head, president of the Railway Express Agency, New York, and J. M. Hood, president of the American Short Line Railroad Association, Washington, D. C., were elected directors.

## New A. A. R. Edition of I. C. C. Accounting Classification

The Accounting Division of the Association of American Railroads is now completing a new edition of the Interstate Commerce Commission's Uniform System of Accounts for Steam Railroads. The first revision since the January 1, 1943, issue, the new edition will include all changes in the commission's accounting classifications up to January 1, 1947.

It will be available in loose-leaf form only, and the division will undertake to keep it up to date by mailing substitute sheets to all purchasers whenever any change in the classification is made by order of the commission. The loose-leaf fillers may be purchased separately, or with binder, the prices to member roads and their employees being $1.50 per copy with binder and 75 cents without. Respective prices to others will be $3 and $1.50.

Orders should be sent to E. R. Ford, secretary, Accounting Division, A. A. R., Transportation Building, Washington 6, D. C.

A. A. R. Vice-President Bunnell suggested in a November 13 circular that accounting officers, wherever possible, arrange for group order by their respective roads. "It is highly important, in order to facilitate prompt and orderly distribution of supplemental sheets," Mr. Bunnell said, "that the mailing list be curtailed to the extent possible by the grouping of individual orders."

## Two-Way Radio in Toronto Yard of Canadian Pacific

Frequency modulation ultra-short wave two-way radio communication equipment has been installed by the Candian Pacific in four Diesel-electric switching locomotives operated in its Toronto, Ont., yards to facilitate communication between the yardmaster and crews engaged in switching.

The installations permit communication between engines, between an engine and the office of the general yardmaster or the Parkdale yardmaster, or between the two offices. A combination sending and receiving set in the railroad's telegraph office in downtown Toronto is connected with the two yard offices, embracing the entire switching area in its 15-mile range.

## Use Kaiser Steel Plant in Coal Turbine Tests

Full scale operational tests of the combustion apparatus and fly ash separators for the coal-burning railroad gas turbine will be made at the Kaiser steel mill at Fontana, Calif., according to the Bituminous Coal Institute. The tests will be conducted in cooperation with the Northrop-Hendy Company, a subsidiary of Northrop Aircraft and Joshua Hendy Machine Works.

The steel plant in California is presently the only available source for compressed air in the great quantity needed for the powdered-coal burning combustion tests, according to John I. Yellott, director of the development project. Full scale equipment is expected to be built in the East this winter for burning pulverized coal under pressure at a rate of 3,000 lb. per hour. It will then be transported to the steel works at Fontana.

The tests are intended to provide actual operating experience on the equipment for the two experimental gas turbine locomotives soon to be built. Gas turbines of 3,750 shaft horsepower are being constructed by the Allis-Chalmers Manufacturing Company and the Elliott Company. Such preliminary testing in California of the combustion equipment should enable the gas turbine locomotives to go on the rails early in 1948, according to Mr. Yellott.

## American Petroleum Institute Hears Conn and Morse

Donald D. Conn, executive vice-president of the Transportation Association of America, and R. H. Morse, Jr., vice-president of Fairbanks, Morse & Co., were among the speakers at the annual meeting of the American Petroleum Institute, held in Chicago on November 13.

Mr. Conn, after telling of the founding of his organization, in 1934, for the purpose of combating a growing trend toward the socialization of transportation, outlined the "factual" background he believes to have been uncovered by the association's studies, viz.: (1) That political expediency rather than economic determination has been the influencing factor in the national transportation policy; (2) that there are too many common carriers to be supported by the normal peace-time traffic level and still maintain all carriers in private ownership; (3) that there is too much regulation and too much conflict in regulation, and that regulation extends into the field of management; (4) that over 30 per cent of all commercial tonnage is transported by the private carriers, and that no restrictive legislation other than safety measures should be directed against such private carriers; and (5) that the government investment of $40 billion in basic transportation facilities is extended to some carriers and denied to others, causing dislocations in the competitive structure of the industry.

As a corrective of these abuses and discriminations, Mr. Conn suggested the association's program: (1) That common carriers be reorganized into integrated, competitive systems, each consisting of rail air, motor vehicle and waterway facilities; (2) that inducements be offered to facilitate consolidations of railroads and other forms of transport; (3) that regulated transport agencies be excluded from the operation of anti-trust laws; (4) that regulation of all types of domestic common carriers be lodged in a single, independent federal agency, responsible only to Congress; and (5) that Congress define the extent to which the federal government shall continue its promotional activities of common carriers and eliminate all preferences and discriminations.

Mr. Conn emphasized the dangers of government ownership of railways, saying that such a condition could easily arise as a result of a nationwide rail strike, by wholesale bankruptcy of railways caused by government-sponsored wage increases unaccompanied by compensating rate increases, or by disintegration resulting from prosecution of the carriers under the Sherman Act for compliance with the mandates of regulatory bodies.

Mr. Morse told the meeting that the nation's railroads can absorb Diesel locomotives at the rate of 2½ million horsepower per year, and that during the next ten years they can be expected to add about six times the Diesel locomotive horsepower now in operation. He termed the use of oil fuel for steam locomotives a "waste," asserting that these locomotives burn sufficient fuel oil to run all of the railroads of the country if it were converted to Diesel fuel.

## Santa Fe's St. Louis Entry Is Advocated

(*Continued from page 885*)

Burlington line from Rock Creek Jct., in Kansas City, to Old Monroe. From Old Monroe to St. Louis, the Burlington's line will require no alterations to make it suitable for increased traffic, other than the installation of C. T. C. on that portion which is single track, a project which has already been authorized by the road.

Mr. Budd said that completion of the improvements will enable the two roads to operate passenger trains at unrestricted speed over 155 miles of the distance between St. Louis and Kansas City, at 80 m.p.h. over 76 miles, and at 55 m.p.h. over the remaining 32 miles. Freight train speeds of 60 m.p.h. will be feasible over 231 miles of the line, 50 m.p.h. over 16 miles, and 40 m.p.h. over the remainder.

Other witnesses in favor of the proposals included representatives of southwestern livestock marketing associations, who told the commission that a Santa Fe line into St. Louis would enable them to use the marketing facilities of the National stock yards of East St. Louis, and make the area one of the great livestock markets.

**Would Cut Mobile's Charges**—Frank M. Hicks, executive vice-president of the Gulf, Mobile & Ohio, which controls the Alton and which has already received I. C. C. authority to merge the Alton into the G. M. & O., said that company would benefit by being relieved of more than $2 million of bonded indebtedness and by the necessity of spending over a million dollars in improvements on the line. At the same time, he said, by retaining trackage rights over the line, the G. M. & O. would gain the benefits of the $9 million which the Burlington and the Santa Fe propose to spend on it. He said the net savings to the G. M. & O., arising from the sale of the line, would amount to $330,000 annually, nearly 25 per cent of the G. M. & O.'s annual fixed charges.

L. R. Capron, vice-president, traffic, of the Burlington, contended that approval of the application would mean an annual increase in gross operating revenues of more than $2 million to the Burlington if the proposals are approved.

Shipper interests supporting the proposal included representatives of the St. Louis Chamber of Commerce, the Indiana State Chamber of Commerce, the Louisville (Ky.) Board of Trade, the Lubbock (Tex.) Grain Exchange, the Western Growers Association of Los Angeles, Cal., and the West Texas Chamber of Commerce as well as representatives of numerous industrial and distributing firms. Opposition to the proposal is headed by the Missouri Pacific, acting also on behalf of the Chicago, Rock Island & Pacific, the St. Louis-San Francisco, and the St. Louis Southwestern. Testimony of the opponents had not yet been taken at this writing.

# With the Government Agencies

## O. D. T. Cuts Passenger Runs of Coal-Burners

### Acts in anticipation of miners' strike which may bring other curtailments

Acting in anticipation of the bituminous coal miners' strike, which was scheduled to become effective November 21, Director J. Monroe Johnson on the 18th issued an order requiring a 25 per cent reduction in railroad passenger service performed by coal-burning locomotives, effective at 11:59 p.m. November 24. At the same time, O. D. T. warned that "a continued stoppage of bituminous mining operations would result in curtailment of freight, parcel post, mail and railway express shipments and all export traffic except food, clothing and medicines."

While government lawyers were in court with their undertaking to prevent John L. Lewis, president of the United Mine Workers of America, from applying that organization's "no contract, no work" policy against the federally-operated mines, Solid Fuels Administrator Julius H. Krug issued orders freezing all stocks of bituminous coal. So far as the railroads were concerned these Krug orders were implemented by Service Order 645 issued by the Interstate Commerce Commission with an original effective date of November 16, but later suspended by Service Order 645-A until 4 p.m. November 18, when it actually became effective.

**Railroad Coal "Frozen"**—The order freezes unbilled bituminous coal held at mines, scales, classification or assembly yards between mines and scales, designated mine tracks or mine sidings, or river reloading facilities. It also freezes bituminous coal held for dumping into vessels for cargo or fuel at tidewater or lake ports. T. J. Leonard of the O. D. T.'s Washington, D. C., staff is I. C. C. permit agent under the order with authority to issue permits for the movement of the frozen coal. With respect to the issuance of special permits, Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, said in a November 18 circular that C. S. D. had been advised that Agent Leonard may grant permits only upon certification by the Solid Fuels Administration. Thus, Mr. Kendall added, "it will be preferable that applications be filed with S. F. A. W. by the shipper, consignor or transshipper."

Meanwhile, four general permits to the order had been issued by November 20. General Permit No. 1 authorizes disregard of the order with respect to normal movements of coal from mines to designated hold tracks or scales for railroad convenience, or to permit mines to continue operation. First Amended General Permit No. 2 allows delivery for dumping or dumping of bituminous coal into vessels for cargo at any tidewater dumping port for domestic transshipment to commercial docks upon certification by the transshipper that the delivery for dumping or dumping is being made in compliance with S. F. A. W. orders; also, it permits delivery for dumping or dumping at tidewater ports (a) to complete cargoes of vessels actually loading, or (b) into vessels for fuel for bunkers or galleys. First Amended General Permit No. 3 authorizes disregarding the order with respect to deliveries for dumping or dumping of coal into vessels for cargo or fuel at Great Lakes dumping ports. General Permit No. 4 provides exemption for any coal shipped in compliance with S. F. A. W. regulations.

**Special Trains Banned**—O. D. T.'s passenger-service curtailment order is General Order ODT 68. It provides that no railroad shall operate daily coal-burning passenger locomotive mileage in excess of 75 per cent of the total operated on November 1. Circus trains, carnival trains, special passenger trains and any other train which a railroad is not required to operate as a common carrier are also banned. The order permits railroads to apply the cuts in passenger service at their own discretion, and it also sets up a permit system whereby general or special permits authorizing exceptions may be issued by the director of O. D. T.'s Railway Transport Department (A. H. Gass).

The O. D. T. announcement said that the conservation order was necessary "because railroad stockpiles of bituminous coal amount to only a 30-day average supply based on the tonnage being burned as of

(*Continued on page 898*)

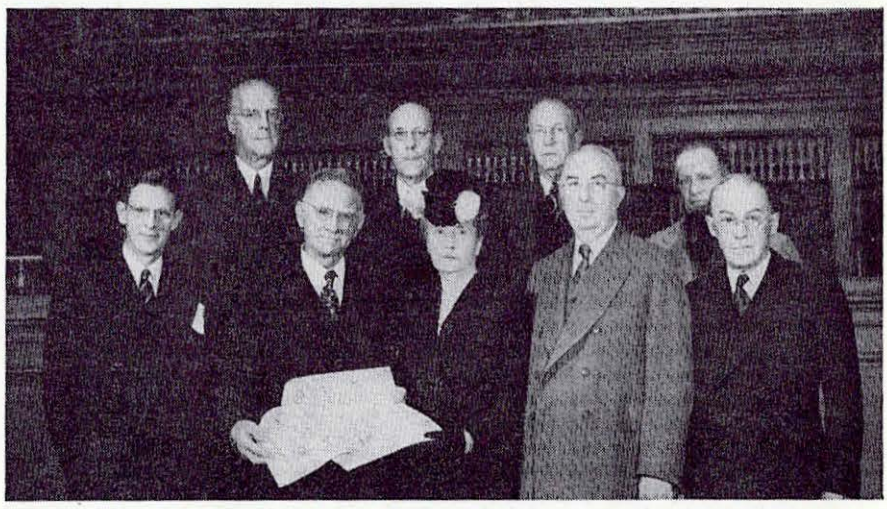
## Merit Certificate to A.A.R., O.D.T. Men

### Presidential honors bestowed on eight leaders in railroads' war effort

Members of the Interstate Commerce Commission, officers of the armed forces and executives of the Association of American Railroads were in the audience which crowded one of the I.C.C.'s large hearing rooms on November 12 for ceremonies in connection with the presentation by Colonel J. Monroe Johnson, director of the Office of Defense Transportation, of the Certificates of Merit awarded by President Truman to eight members and former members of the O.D.T. and A.A.R. staffs. At the same time, Rear Admiral James L. Holloway, assistant chief of Naval personnel, presented Naval Certificates of Appreciation which had also been awarded to three of the recipients of the Presidential honor.

Among the Presidential awards was the certificate conferred posthumously on the late Michael J. Gormley, former executive assistant of the A.A.R., which was accepted by his widow, Mrs. Mary O'Neill Gormley. Others receiving this honor were: James H. Aydelott, general manager, Lines East, Chicago, Burlington & Quincy, and Henry F. McCarthy, executive assistant to the president, New York, New Haven & Hartford, former directors of O.D.T.'s Railway Transport Department; Charles H. Buford, executive vice-president, Chicago, Milwaukee, St. Paul & Pacific and former A.A.R. vice-president in charge of the Operations and Main-

(*Continued on page 898*)



**At the presentation ceremonies are, left to right: Henry F. McCarthy, Guy A. Richardson, Colonel Johnson, Homer C. King, Mrs. Mary O'Neill Gormley, James H. Aydelott, Warren C. Kendall, Arthur H. Gass and Charles H. Buford**

# Diesels Taking Over More Railroad Work

## Perform 1/8 of freight service, 1/5 of passenger service and 1/3 of switching

Diesel-electric locomotives, during the first eight months of 1946, accounted for 12.1 per cent of the freight service gross ton-miles, 20.4 per cent of the passenger car-miles and 32.9 per cent of the switching-hours, according to calculations of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The figures are presented in the latest issue of the bureau's "Monthly Comment," which calls attention to the sharp upward trend in Diesel use since 1940, when such engines accounted for 0.1 per cent of the freight service, 6.7 per cent of the passenger service, and 10.2 per cent of the switching service.

On the basis of the average rate of coal consumption by coal-burning locomotives in each of the three services, the bureau calculates that the Diesel-electrics displaced over 14,136,625 tons of coal in the first eight months of 1946 as compared with 1,750,039 tons in the first eight months of 1940. "If the coal burning locomotives had performed the work of the Diesels during the 1946 eight-months period at the average rate of consumption," it adds, "the railroads would have consumed [more than] 21 per cent coal as locomotive fuel than was actually used."

**Fuel Consumption**—Figures given on fuel consumption show that 66,456,282 tons of coal were used during this year's first eight months, an increase of 26.8 per cent above the 52,424,282 tons consumed in the comparable 1940 period. Meanwhile, however, the consumption of Diesel fuel was rising 786.2 per cent—from 37,060,028 gallons to 328,416,469 gallons. In this connection, the bureau also notes that the average unit cost of coal as locomotive fuel rose from $2.45 per ton to $3.73, or 52.2 per cent, between 1940 and 1946, while the average unit cost of Diesel fuel was rising only 14.1 per cent, from 4.81 cents to 5.49 cents per gallon. The comparison of the 1940 and 1946 performances is set out as follows:

| Eight months, January-August | Locomotive hours (switching service) | Gross ton-miles cars, contents and cabooses (freight service) (Thousands) | Car-miles (passenger service) |
|---|---|---|---|
| *Steam—coal-burning:* | | | |
| 1940 | 22,171,029 | 507,908,921 | 1,230,812,543 |
| 1946 | 22,534,179 | 618,795,480 | 1,506,492,741 |
| Per cent increase, 1946 over 1940 | 1.6 | 21.8 | 22.4 |
| *Diesel-electric:* | | | |
| 1940 | [1] 2,519,154 | [2] 346,876 | [1] 88,813,486 |
| 1946 | 11,034,360 | 85,245,389 | 386,880,544 |
| Per cent increase, 1946 over 1940 | 338.0 | 24,475.2 | 335.6 |

[1] Includes direct-drive diesels.
[2] Includes gross ton-miles made by direct-drive diesels, gas, gas-electric locmootives and rail motor cars.

The bureau's usual analysis of the latest monthly financial reports this time led it into computations whereby it restated the September results to show what they would have been without the "combination of unusual accounting adjustments" reflected in the reported figures. The net railway operating income of the Class I roads for September was reported as $67.4 million as compared with $43.1 million for September, 1945, or an increase of 56.2 per cent.

"In their accounts for September," the bureau says in explanation of its adjustments, "the carriers included $11.1 million as carry-back and other credits for federal income taxes. However, in the September, 1945, accounts $101.6 million was charged to operating expenses as the result of accelerated amortization of defense projects with concurrent credits to tax accruals of $77.5 million."

The following table shows for September, 1946 and 1945, and first nine months of those two years the net railway operating income by districts, including and excluding the "unusual" items:

According to the reported figures, the September freight revenues on a daily basis were 0.8 per cent above August and 5.6 per cent above September, 1945. Passenger revenues were down 12.1 per cent from the previous month and 32 per cent below September, 1945. The September freight revenue index (based on the 1935-1939 monthly average as 100) was 205.1, compared to August's 203.4 and September, 1945's 194.3. The passenger revenue index was 281.3, compared to August's 320.1 and September, 1945's 413.5.

The bureau puts the net income for the 12 months ended with September at $72,575,000, pointing out that this black figure turned up only after federal income tax credits of $350,656,000 had more than offset the $278,081,000 deficit before taxes. Gross revenues for the 12 months period were down $1,685 million from those for the 12 months ended with September, 1945.

(*Continued on page 899*)

**September**

| District or region | As reported 1946 (Thousands) | As reported 1945 (Thousands) | Per cent of change | Adjusted to eliminate unusual items 1946 (Thousands) | Adjusted to eliminate unusual items 1945 (Thousands) | Per cent of change |
|---|---|---|---|---|---|---|
| Eastern district | $18,839 | $22,603 | − 16.7 | $13,316 | $22,603 | − 41.1 |
| Pocahontas region | 7,020 | 4,203 | + 67.1 | 6,567 | 4,902 | + 34.0 |
| Southern region | 6,998 | 7,403 | − 5.5 | 5,990 | 7,543 | − 20.6 |
| Western district | 34,505 | 8,925 | + 286.6 | 30,391 | 32,187 | − 5.6 |
| Total | $67,362 | $43,134 | + 56.2 | $56,264 | $67,235 | − 16.3 |

**Nine Months Ended with September**

| District or region | As reported 1946 (Thousands) | As reported 1945 (Thousands) | Per cent of change | Adjusted to eliminate unusual items 1946 (Thousands) | Adjusted to eliminate unusual items 1945 (Thousands) | Per cent of change |
|---|---|---|---|---|---|---|
| Eastern district | $ 64,863 | $287,922 | − 77.5 | $ 27,584 | $287,922 | − 90.4 |
| Pocahontas region | 47,733 | 49,956 | − 4.5 | 46,827 | 50,656 | − 7.6 |
| Southern region | 52,461 | 109,093 | − 51.9 | 50,005 | 109,233 | − 54.2 |
| Western district | 200,554 | 331,175 | − 39.4 | 169,289 | 354,485 | − 52.2 |
| Total | $365,611 | $778,146 | − 53.0 | $293,705 | $802,296 | − 63.4 |

# R. R. Young Testifies in Pullman Hearing

## C. & O. chairman expresses his opposition to plan of railroad "buying group"

Hearings before Interstate Commerce Commission Examiners Howard Hosmer and O. G. Barber on the application of a so-called 'buying-group" of 46 railroads for commission approval of the plan to acquire for $40,202,482 the sleeping car business of the Pullman Company were scheduled to be resumed in Washington, D. C., on November 25, following the conclusion on November 18 of three days of testimony. The plan was outlined in *Railway Age*, August 3, page 194.

The hearings were featured by the appearance on November 18 of Robert R. Young, board chairman of the Alleghany Corporation and the intervening Chesapeake & Ohio, who had formed a syndicate with Otis & Company, Cleveland, O., investment banking firm, to offer to purchase the Pullman Company at the time of the federal court proceedings in Philadelphia, Pa. The C. & O. and its affiliated roads, the New York, Chicago & St. Louis and Pere Marquette, together with the Department of Justice, have appealed the court's decision authorizing sale to the railroad buying group, but the Supreme Court has not yet acted on the matter.

**Charges Morgan Influence**—Among other allegations, Mr. Young, who said he made $7,500 yearly as chairman of the C. & O. and $20,000 annually as chairman of the Alleghany Corporation, charged that "control of the Pullman Company and of the railroads, since 1890 . . . in my opinion, is by the banking firm of J. P. Morgan & Company, and a small group of affiliated bankers which include Kuhn, Loeb & Company, and such houses as the Mellon banking firm, et al." He said that this view was based on "elaborate studies that I have made of interlocking directorships and patterns of uniform action" and that the same control would exist under the railroad groups' plan "because the Pullman Company and the railroads and the Pennsyl-

vania and the New York Central all respond to the same voice.

"Under the circumstances, I or no other interested observer could come to any conclusion other than that all roads lead to Rome," he said, locating "Rome" at the address of J. P. Morgan & Company.

According to his testimony, which drew many objections from Jacob Aronson, vice-president, law, of the New York Central, and an attorney for the applicants, Mr. Young interested himself in the purchase of the Pullman Company following a wartime decision of the C. & O. to modernize its equipment, both coach and Pullman, so that its passenger service would be second to that of no other railroad in the post-war era. He said that as chief executive officer of the C. & O. he was directly concerned with the progress of the litigation of the government and Pullman and "followed it closely."

"I arrived at VJ-Day faced with the realization that the war was over . . . that all Pullman cars in the country were obsolete, and that the C. & O. would have no place to turn to get decent cars to take care of its customers," he said. "And although our passenger business was only 1.26 per cent of the nation's, that 1.26 per cent was of such sufficient concern to us to cause us to question the leadership which the railroad industry was showing. In January, 1945, I discussed with certain bankers the possibility of purchasing the Pullman Company, but not seriously, because I did not want to go into the business of operating the Pullman Company. I had too much to do already."

**Questions Leadership**—Mr. Young testified that after VE-Day, when he felt that "the railroads were showing no leadership . . . in this very serious matter," he called George Whitney, a director of the N. Y. C., Pullman and J. P. Morgan & Company, to arrange an interview with G. Metzman, president of the N. Y. C., and also a director of J. P. Morgan & Co., in order to discuss "the Pullman situation and other railroad matters." The meeting was held on May 20, 1945.

Mr. Young added that a later meeting arranged by Mr. Whitney between the witness and David A. Crawford, president of Pullman, Inc., and the Pullman Company, was for the purpose of discovering how seriously Mr. Crawford "regarded the prospects of the railroads accepting the offer which I made them in writing on May 12, 1945." He said that Mr. Crawford indicated that he wasn't hopeful of an early bid by the railroads for the Pullman Company because " 'there were two schools of thought in the railroad circles, one led by the Pennsylvania, that the Pullman pool should be broken up, and each railroad should go off in 135 different directions, while the New York Central thought that there should be a pool'."

"I thought," Mr. Young remarked, "that was a very strange situation of disagreement between railroads that had always agreed."

Mr. Young said that he told Mr. Crawford that he was prepared to organize a syndicate "only for the purpose of breaking the deadlock of the situation," and that if Mr. Crawford could find no other outside bidders, he was prepared to forward a bid. The witness added, however, that Mr. Crawford later informed him that he did not have authority to deal with "anybody else but the railroads."

**"Conversations" Outlined**—Mr. Young declared that after he filed his offer with the federal court in Philadelphia on August 27, 1945, he had "many conversations" with Mr. Crawford between that date and the actual court proceedings.

"There was a very important meeting of the railroads in August immediately following VJ-Day, which impelled me to submit my bid of August 27," he continued. "That meeting was a meeting at which all the railroads got together . . . in Washington to decide what to do about the Pullman situation, and they decided at that time to intervene before the court and ask for 18 months' delay from the following April, before they made up their minds."

Mr. Young said that shortly thereafter he was informed by Mr. Crawford that the latter had secured authority from his board to "negotiate with us and other independent bidders."

"I am not sure . . . whether he said 'independent' or not," Mr. Young remarked. "He meant, of course, independent of the railroads; not independent of Mr. Morgan, I am sure, if he said 'independent'."

The witness testified that at the time he submitted his offer, there were nearly 7,000 Pullman cars in operation, which averaged 22 years in age and some "30 or 40 years of age."

**Says Cars Would Run 100 Years**—"Only 600 cars had been built in the previous 16 years and even before the war the Pullman fleet had reached an advanced state of decay," he said. "After the heavy war movement, the whole sleeping car plant was in a state of collapse and was practically ready to fall apart, as it has since continued to be. I am speaking now of the riding qualities, the housekeeping features, decorations, and so forth; the air-conditioning, springs, lights, toilet facilities, and things of that nature, rather than of the physical nature of the cars. That I have never questioned. The cars are strong, well built, durable and probably will go on running another 100 years, unless something is done about it."

Referring again to the railroads' meeting in Washington, D. C., shortly after VJ-Day, Mr. Young said that "it was that action which I thought was destructive of the entire railroad situation and the national defense and the national economy, which forced me, against my better judgment, health and inclination to make a bid to break a deadlock and get action which I felt the railroads needed, and with very little hope that anything could come out of the thing personally to me other than hard work."

He said that after he submitted his offer to the court, he wired a notification of his proposal to the railroads, asking them if they would not like to "sit down with us and discuss a future operating contract." According to the witness, the Pennsylvania, one of the few roads replying to his request, took the view that it did not propose to join any railroads in maintaining a pooled Pullman operation, and that it was "big enough and strong enough" to take care of itself. Mr. Young said that the Pennsylvania's reply was presented personally by its president, M. W. Clement, on September 12, 1945, in the form of a memorandum. The witness said that Mr. Clement told him that he proposed to own and operate his own cars and not to participate in any joint enterprises. The Pennsylvania, however, later joined the buying group.

Mr. Young said he also received a communication from W. F. Place, vice-president, finance, N. Y. C., in reply to his telegram, and later in September, 1945, appeared before a joint meeting of three regional Pullman committees of the railroads in New York City "to tell them what our bid for the Pullman Company envisaged."

**Other Roads "Listened"**—He said that representatives of the New York Central, Pennsylvania, Southern, Louisville & Nashville, Southern Pacific and Atchison, Topeka & Santa Fe were present at the meeting, "listened very courteously, prepared the minutes of what transpired and sent me a copy . . . " "That was the last I heard of it," he said.

The witness also testified that his attempts to organize an independent competitive company to go into business "immediately" to compete with the old Pullman Company, "if, as and where it ultimately rested" failed because of the large amount of capital needed and the difficulty of "acquiring new sleeping cars at what I considered an economic cost." He said that the C. & O. had asked for bids from three manufacturers — Pullman-Standard Car Manufacturing Company, American Car & Foundry Company, and the Budd Company—on 1,000 sleepers, but the response was disappointing "because the saving which we would have realized by such a large purchase . . . was not nearly as large as it should have been, the reason being that the manufacturers know that they enjoy a practical monopoly of the sleeping car situation as it exists anyhow." The C. & O. employs about 55 sleeping cars in its own operations, he said.

Among other highlights of Mr. Young's testimony were declarations that (1) the C. & O.'s plan to purchase the Pullman Company was filed because there was no other method available to acquire cars; (2) the railroads should replace their passenger cars each seven years, instead of every "25 or 40 years," buying them in large rather than small numbers, thus reducing the cost of individual cars from approximately $100,000 to "$40,000 or $25,000 per car;" and (3) his interest was in all the railroads and not the C. & O. alone.

Other witnesses included Frank R. Denton, of Pittsburgh, Pa., Pullman, Inc., director since last spring and vice-chairman of the Mellon Bank & Trust Company, Pittsburgh; Carl R. Austin, of New York, also a Pullman, Inc., director and president of M. W. Kellogg Company, New York, a wholly-owned Pullman subsidiary; Lawrence Murray, of Pittsburgh, president of the Mellon National Bank & Trust Company, and a director of the N. Y. C. and Pittsburgh & Lake Erie; Harold S. Vanderbilt, of New York, also N. Y. C. director, who resigned last spring as a Pullman,

Inc., director, and Mr. Crawford, all of whom had been subpoenaed to appear at the hearing by the commission at the request of Robert J. Bulkley, counsel for the C. & O.

**Buying Group's Views**—Witnesses who testified in behalf of the buying group's plan included Mr. Place, chairman of a committee formed by the group to deal with the matter of acquiring the Pullman Company's capital stock, who said that "unified operation for the near future of the sleeping car business provides the only practical solution" for the continuation of the sleeping car business, adding that "in the last analysis, it is the railroads' public obligation to render this service to their patrons."

Mr. Place pointed out that as alternates the carriers could have individually purchased the necessary equipment and attempted to operate sleeping cars on their respective lines, or they could remain out of the transaction altogether, permitting the sale to some third person and then attempt to obtain suitable contracts with that third person.

"It must be apparent from the nature of the business and operating relationship between Pullman and the railroads," he continued, "that it would not be wise for the railroads to permit the sale of Pullman to outside interests." He said that "for many sound business reasons," the railroads have concluded that they should oppose the sale under "present conditions" to outside interests.

Declaring that the committee of which he is chairman has prepared a form of contract to be used between Pullman and the carriers "which is uniform and non-discriminatory for all railroads," Mr. Place said that by entering upon unified operation of the sleeping car business for an interim period ending December 31, 1948, the carriers will be able to protect their bargaining position in respect to "some future purchaser" of the Pullman Company. He said that such a plan will give any individual carriers desirous of undertaking their own sleeping car operation a period of time in which to acquire the necessary property and provide for administrative arrangements.

**Says Young's Bid Made Price Higher**—Carroll R. Harding, of San Francisco, Calif., assistant to the president of the Southern Pacific, and C. H. Westbrook, comptroller of the Chicago & North Western, also appeared in behalf of the buying group. Mr. Harding testified that Mr. Young's proposal to purchase for cash the Pullman Company at the federal court proceedings in Philadelphia "swept away our bargaining position" and made necessary an increase in the price offered by the buying group. He said that the S. P. would prefer to operate its own sleeping car service rather than to have it done by "an outsider without experience . . . and with grandiose notions of expenditures at our expense."

Another witness was R. S. Marshall, senior vice-president of the C. & O. and its affiliated lines, who expressed "fear" for the nation's smaller roads should the buying group's plan be approved. He said that the plan would be "sufficiently independent for the purposes," but that "four or five" of the larger roads would operate independently of the smaller carriers. He added that the segregation of Pullman Company equipment and distribution of cars to individual roads would eliminate the possibility of a car pool, a "disintegration" which he said would begin soon after control of Pullman was gained by the buying group and which would occur "well in advance" of December 31, 1948.

At the outset of the hearing, Mr. Bulkley and Department of Justice attorneys asked the examiners to dismiss the buying group's application because it was filed under Section 5(1) of the Interstate Commerce Act, relating to pooling provisions, instead of under Section 5(2), which pertains to acquisition of control of a carrier. The bench replied that I. C. C. examiners are "without power" to pass on such a motion and that it would be referred to the commission for a decision.

Also referred to the commission was a Department of Justice motion that the application be dismissed on the basis of the appeal of the federal court decision. The Justice Department said that the current proceedings before the commission were "premature" and that the pending legal questions could be decided upon only by the Supreme Court. Mr. Bulkley and Arne C. Wiprud, a former member of the Justice Department's anti-trust division who is representing Otis & Co., also joined in the motion.

## W. A. A. Will Seek New Bids on Pipe Lines

Having rejected the bids received recently for the Big Inch and the Little Big Inch pipe lines because they were not high enough to give the government a fair return on its investment, the War Assets Administration has announced that it will receive new bids on the lines for use as carriers of either petroleum or natural gas.

According to testimony given this week by War Assets Administrator Robert M. Littlejohn before the House Surplus Property Committee at Washington, D. C., W. A. A. previously had planned to limit the use of the pipelines to transportation of petroleum, but a recent letter from the Army-Navy Petroleum Board implied that the armed forces now have no preference as to whether the pipelines are used for petroleum or natural gas provided they are maintained in a way which would permit their conversion for petroleum transportation within 40 days.

## October Employment

Railroad employment increased 0.99 per cent—from 1,362,315 to 1,375,844—during the one-month period from mid-September to mid-October, but the mid-October total was 1.49 per cent under that of October, 1945, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 130.4 for October, as compared with 130.3 for the previous month and 132.4 for October, 1945.

October employment was above that of the corresponding 1945 month in only two groups, the increases being 0.19 per cent in executives, officials and staff assistants and 4.52 per cent in transportation employees other than train, engine and yard. The decreases ranged from 1.58 per cent in the professional, clerical and general group to 8.19 per cent in maintenance of way and structures.

As compared with the previous month, there were increases in six groups, ranging from 0.1 per cent in transportation (yardmasters, switch-tenders and hostlers) to 3.01 per cent in transportation, other than train, engine and yard. The only decrease was 0.19 per cent drop in the executives, officials and staff assistants group.

## D. M. & I. R. Emergency Board

Chairman H. H. Schwartz of the National Railway Labor Panel has appointed an emergency board from the panel to investigate a rules dispute between the Duluth, Missabe & Iron Range and certain of its employees who are represented by the Brotherhood of Railway Clerks.

## Ask I.C.C. Order on New York Intrastate Rates

Railroads serving New York state have applied to the Interstate Commerce Commission for an order overriding the New York Public Service Commission's refusal to approve as to intrastate traffic the full amount of the interim increases authorized by the commission in its June 20 report in the Ex Parte 162 proceeding. The New York commission has approved increases equivalent to those authorized in the June 20 report for general application throughout the country, but it has refused to go along on the additional 5 per cent advance which the I. C. C. approved for application in Official Classification territory.

## Will Hear Reargument in U. P. Supervisor Status Case

The Interstate Commerce Commission has reopened for reargument the case wherein its recent decision affirmed findings of prior reports in which its Division 3 had interpreted and amended outstanding commission orders defining the work of railroad employees and subordinate officials to include the work of various Union Pacific supervisors. The reopening was sought by the U. P. in a petition concurred in by the Association of American Railroads, which has intervened in the case.

The commission's decision, which was reviewed in the *Railway Age* of August 10, page 235, has the effect of bringing the employees involved under the provisions of the Railway Labor Act.

## 1,900 Troop Sleepers Declared Surplus by W. A. A.

A total of 1,900 troop sleeping cars, 400 kitchen cars and about 50 hospital ward cars, used during the war for the movement of service men, have been declared surplus, the War Assets Administration has announced. The W.A.A. said that an additional 150 hospital cars are yet to be declared as surplus material.

According to the W.A.A., a Hospital and Troop Sleeping Cars Advisory Committee, meeting with that agency on plans for the disposal of surplus rail equipment, said that "it was improbable that railroads could use all the cars in their present

condition" and suggested that a study be made of reconversion costs. The committee members believed that there was a "good possibility" that the kitchen cars, with minor modifications, could be used as kitchen cars for working crews and that some of the sleeping cars could be disposed of "as is."

The W.A.A. reported that the committee suggested that if the surplus proved too great, the sleeping cars and some of the kitchen cars could be converted into storage, mail, express and baggage cars with moderate modifications. The committee also found that it would be more economical to convert the hospital cars into modern type coaches and lounge cars than into sleeping cars.

Members of the advisory committee included H. L. Holland, assistant mechanical engineer, Baltimore & Ohio; J. A. Gower, assistant mechanical engineer, Pennsylvania; and R. H. Graff, assistant engineer, New York Central.

## September Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' perliminary summary of steam railway accidents for September and this year's first nine months. The compilation, which is subject to revision, follows:

| Item | Month of September | | 9 months ended with September | |
|---|---|---|---|---|
| | 1946 | 1945 | 1946 | 1945 |
| Number of train accidents* | 1,287 | 1,269 | 11,474 | 12,839 |
| Number of casualties in train, train-service and nontrain accidents: | | | | |
| Trespassers: | | | | |
| Killed | 158 | 148 | 1,193 | 1,232 |
| Injured | 120 | 101 | 904 | 916 |
| Passengers on trains: | | | | |
| (a) In train accidents* | | | | |
| Killed | .... | 4 | 46 | 56 |
| Injured | 116 | 166 | 1,202 | 1,450 |
| (b) In train-service accidents | | | | |
| Killed | .... | 4 | 34 | 50 |
| Injured | 271 | 219 | 2,270 | 2,046 |
| Travelers not on trains: | | | | |
| Killed | 2 | 1 | 14 | 7 |
| Injured | 93 | 83 | 773 | 807 |
| Employees on duty: | | | | |
| Killed | 42 | 70 | 476 | 646 |
| Injured | 3,076 | 3,849 | 28,610 | 35,466 |
| All other nontrespassers:** | | | | |
| Killed | 164 | 147 | 1,450 | 1,418 |
| Injured | 504 | 509 | 4,764 | 4,982 |
| Total—All Classes of persons: | | | | |
| Killed | 366 | 374 | 3,213 | 3,409 |
| Injured | 4,180 | 4,927 | 38,523 | 45,667 |

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than $150 to railway property.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties *for all classes of persons, including both trespassers and nontrespassers,* were as follows:

| | | | | |
|---|---|---|---|---|
| Persons: | | | | |
| Killed | 151 | 135 | 1,324 | 1,268 |
| Injured | 294 | 343 | 2,991 | 2,849 |

## Car Service Orders

Interstate Commerce Commission Service Order No. 624, which provides for the permit system governing movements of grain to North Atlantic ports, has been broadened by Amendment No. 1 to apply the regulations to Albany, N. Y., as well as Atlantic seaboard ports. The amendment was scheduled to become effective November 22.

Service Order No. 260, which prohibits salting of ice in refrigerator cars loaded with citrus fruits in California, Arizona, Texas, or Florida, has been modified by Amendment No. 3 to allow 3 per cent salting of Florida shipments of tangerines in straight carloads or in mixed carloads when tangerines constitute 50 per cent or more of the load. The amendment is effective from November 16 to December 15.

To provide further relief with respect to cars caught in the recent maritime strike, the commission issued General Permit No. 6 under Service Order No. 422 to authorize the railroads to disregard, as to cars arriving at the ports on or after August 24, the order's provisions requiring that cars on hand 10 days be unloaded forthwith where unloading is a railroad responsibility. The permit expired November 20, thus granting relief with respect to cars arriving up to that time; it was otherwise the same as General Permit No. 5 which expired November 10.

The Office of Defense Transportation has issued General Permit ODT 16C, Revised-3, which exempts export shipments of hay and straw from the permit system set up in General Order ODT 16C, Revised. The latter was issued recently to make the O. D. T. regulations correspond with embargo controls being administered by the Car Service Division of the Association of American Railroads.

## Supreme Court Upholds I. C. C. in Pipe Line Case

An Interstate Commerce Commission order requiring the Champlin Refining Company to furnish valuation information with respect to its 516-mile pipe line between Enid, Okla., and Rock Rapids, Iowa, was upheld by the Supreme Court of the United States in a 5-to-4 decision this week. Champlin had contested the I. C. C. order, contending that the commission's authority did not extend to a pipe line used only for the transportation of its owner's products.

Supporting that contention, the appellant asserted that the commission's interpretation of the act would convert a private pipe line into a public utility and require a private carrier to become a common carrier. The court's majority opinion, delivered by Justice Jackson, did not see it that way. The Interstate Commerce Act makes its term "common carrier" include "all pipe lines," the court noted, adding that the power of Congress to regulate interstate commerce "is not dependent on the technical common carrier status but is quite as extensive over a private carrier."

"This power," the court continued, "has yet been invoked only to the extent of requiring Champlin to furnish certain information as to facilities being used in interstate marketing of its products. The commerce power is adequate to support this requirement whether appellant be considered a private carrier or a common carrier.

"The contention that the statute as so construed violates the due process clause by imposing upon a private carrier the obligations of a conventional common carrier for hire is too premature and hypothetical to warrant consideration on this record. The appellant in its entire period of operation has never been asked to carry the products of another and may never be. So far, the commission has made no order which changes the appellant's obligations to any other company or person. If it does, it will be timely to consider concrete requirements and their specific effects on appellant."

In addition to Justice Jackson, the majority included Chief Justice Vinson and Justices Black, Murphy and Rutledge. The dissenting opinion was by Justice Reed who was joined by Justices Frankfurter, Douglas and Burton.

## Tells P. R. R. Trucker to Conform Operations to Certificates

Specialization by Peninsula Auto Express Company on substituted freight service for the Pennsylvania may have resulted in the unauthorized conversion of that trucker, a holder of irregular-route rights only, into a regular-route operator, according to Division 4 of the Interstate Commerce Commission. The division's view was expressed in its recent report in No. MC-F-2922, which approves the merger of Peninsula into its parent corporation, Scott Bros., Incorporated.

Scott, which owns all of Peninsula's stock, is an affiliate of the P. R. R. In approving the merger, the commission admonished Scott that it would have to apply for new operating rights in an appropriate proceeding if it desired to continue the Peninsula operations without change. Scott's own certificates cover a variety of rights authorizing regular and irregular-route common-carrier operations and some specialized services as a contract carrier in the territory generally embracing New Jersey, Delaware, the District of Columbia, and the eastern parts of Pennsylvania and Maryland. Peninsula's certificates authorize irregular-route, common-carrier operations between specified points in the same general territory.

From evidence presented at the hearings, the division learned that "99 per cent of Peninsula's present traffic consists of shipments handled for the railroad, whereas formerly the bulk of its business consisted of shipments handled directly for the public." The report also noted that P. R. R. tariffs provide for substitute service over Peninsula between numerous stations.

"The handling of shipments by motor vehicle in substitution for rail service between stations of the railroad," the report continued, "contemplates operations over regular routes and under reasonably defined schedules whereas . . . all the operating rights of Peninsula are unrestricted and provide for the performance of transportation exclusively over irregular routes in territory embracing many points not stations on the railroad. It thus appears . . . that Peninsula may have changed the essential nature of its operations from irregular-route to regular route, contrary to its operating authority. Whether or not this is actually the case is not for determination herein. Scott, however, in

conducting operations under the irregular-route rights acquired from Peninsula pursuant to the instant merger, will be expected to conduct irregular-route operations as authorized by the operating rights, unless and until those rights are changed in an appropriate proceeding."

The division's majority report approving the merger represents the view of Commissioners Mahaffie and Miller. Commissioner Rogers dissented, expressing his view that "the public interest would best be served by preserving the status quo of Scott and Peninsula pending consideration, in an appropriate proceeding, of the kind of service which Peninsula has been rendering and of what action should be taken in connection with its present *irregular* route rights, under which it does not appear to have been operating."

## O.D.T. Cuts Passenger Runs of Coal-Burners

(*Continued from page 893*)

November 1." It explained that this figure reflects average conditions, adding that 10 roads have less than 10 days' supply on hand while six others have from 10 to 15 days' supply.

"A continued coal strike," the statement went on, "would force a progressive reduction in the nation's rail transportation to the point where only the most essential services could be provided at the end of 30 days. The railroads consume nearly a fourth of all the bituminous coal mined in the United States. Under strike conditions, it would be necessary to restrict freight traffic to the movement of essential commodities. Such action would be similar to that taken during the rail strike earlier this year when the Interstate Commerce Commission, at the request of O. D. T., issued a general embargo, establishing a priority system for the movement of such commodities as food, feed, fuel, medicine, chemicals for sanitary services, newsprint, and replacement parts for transportation services."

**Johnson's Affidavit**—O. D. T. Director Johnson was among a group of government officials who supplied affidavits which became part of Attorney General Tom C. Clark's court case against U. M. W. President Lewis. The Johnson affidavit read in part as follows:

"About 80 per cent of the locomotives of the railroads depend upon bituminous coal for fuel to provide motive power. Approximately 25 per cent of the bituminous coal production of the United States is consumed by these railroads in providing common carrier service.

"At the present time, approximately 75 per cent of the freight traffic in the United States is transported on railroads. Moreover, other forms of public transportation —air, highway and water—are primarily dependent upon railroad transportation for their fuel to permit their continued operation. Furthermore, in many cases where railroads are powered by electric energy, they receive their power from steam generated plants requiring coal as a fuel. Additionally, in some cases, manufacturers of oil and distillates for use in powering Diesel locomotives, use coal as a fuel in their refining processes. . . .

"At the present time, railroads are in their seasonal peak loadings, requiring the movement of more trains and heavier trains than at any other season of the year. The present volume of freight being transported by the railroads is heavier than at any period since 1930. . . . With the coming of cold weather and a continuation of peak traffic demands, more trains may be necessary because of the necessity of reducing tonnage on individual trains due to winter conditions. There is a backlog of several hundred thousand carloads of freight to be moved, including a large quantity of grain for domestic consumption and for export under the nation's relief program, steel, materials for housing, livestock, and other commodities, which are being delayed because of a shortage in the car supply.

**"Intolerable Burden"**—"The railroads are now contending with a coal production which is being produced at the rate of about 650,000,000 tons per annum. This exceptionally heavy production is occasioned by an attempt to produce in a 10-month period the normal consumption of a calendar year; this, due to a previous stoppage during 1946 of approximately 60 days in coal mining operations. Should there be a further stoppage of coal mining operations at this time it would have the effect of adding an intolerable burden on the railroads when mining operations were resumed and industries generally sought to reestablish normal inventories of fuel.

"Continued operation of the railroads in the United States depends on their ability to continue receiving coal, restrictive action will become immediately necessary in order to extend the present fuel supply for as long a period as possible and to continue the transportation of necessities."

## Merit Certificate to A.A.R., O.D.T. Men

(*Continued from page 893*)

tenance Department; Arthur H. Gass, director of O.D.T.'s Railway Transport Department and former manager of the A.A.R.'s Military Transportation Section; Warren C. Kendall, chairman of the A.A.R.'s Car Service Division; Hamer C. King, deputy director of O.D.T. and former director of the I.C.C.'s Bureau of Service, and Guy A. Richardson, retired chairman of the board and president, Chicago Surface Lines and former director of O.D.T.'s Highway Transport Department.

The Navy awards, which recognized the recipients' "outstanding efforts in meeting the rail transportation demands of 3,000,000 naval personnel during the war and after the close of hostilities," went to Messrs. Gass, Kendall, and Aydelott.

In presenting the Presidential certificates, Colonel Johnson said it was "a happy omen when civilians are recognized as those who also served." He added that the men honored had contributed "beyond measure to the success of the nation's war effort." At the same time the O.D.T. director emphasized that "so far as transportation is concerned the war is far from over." Recent carloading totals prompted him to warn users of transportation that they face "more self-denials."

When he presented Mrs. Gormley with the certificate awarded to her late husband, Colonel Johnson paid warm tribute to the former A.A.R. executive assistant. "Mike Gormley's name," he said, "should live in transportation forever. The man's works survive in at least one form of immortality. Mike Gormley in the pre-war period by precept and admonition said things that gave this country its wartime transportation."

The O.D.T. director was referring to the "Don't load a car until you know it can be unloaded" message which Mr. Gormley emphasized in his Army War College lectures and the many addresses wherein he pointed out how the use of freight cars for storage was mainly responsible for the congestion which characterized railroad transportation conditions of World War I. "He spoke as a prophet and we've all taken those words to heart and lived thereby," Colonel Johnson said.

## Army Finds Occupied Countries' Rail Service Improving

Progress in the repair and construction of rolling stock, improvement of tracks and roadbeds, restoration of essential facilities and improved labor conditions have resulted in a "noteworthy" increase in the capacity of the railroads in the United States Zone of Occupation in Japan to handle both passenger and freight traffic, the War Department said in its latest report on industrial conditions in that country.

The report pointed out that although Japan's rail system sustained relatively slight damage from bombings during the war and remained "substantially intact," operations suffered from such factors as overtaxing of capacities, insufficient maintenance, non-replacement of parts and withdrawal of personnel, supplies and materials for military purposes.

"The railways by the beginning of the occupation had become the backbone of the transportation system because of the disrupted condition of coastwise shipping and shortages of operable motive products," the report continued. "The condition of the railroads at that time was adequate, although the need for maintenance and rehabilitation, including renovation and construction to existing lines, systems and stations as well as rolling stock, was becoming acute. Throughout the first year of the occupation, the transportation requirements of the occupation forces have been adequately met. In order to bring earnings and operating costs into balance, freight rates were increased by approximately 300 per cent and passenger fares by approximately 250 per cent on March 1."

According to an accompanying report on industrial conditions in the U. S. Zone of Occupation in Germany, rail transportation there continued to be hampered by floods, lack of facilities at terminal points and lack of rolling stock and coal. The report said that passenger and baggage traffic continued to be heavy, despite reductions in the rate of transfers of expellees, and that most fast passenger trains continued to be overcrowded in spite of an

increased number of long-distance trains for German civilians.

"Express and less-than-carload shipments increased (during July) as compared with June, though the amount of tonnage held over at the end of the month was substantially unchanged," the report noted. "Total requirements of cars for carload traffic increased 14 per cent as compared with June. Military requirements were met, but there were substantial shortages of cars to meet civilian demands. Most of the fresh fruits and vegetables consigned during the period were shipped, but other civilian consignments were delayed. Unloading was generally adequate except for military trains; in a number of cases these were held up by lack of terminal facilities. Transshipment from barge to rail increased 13 per cent to 234,721 tons."

The report added that "a record total" of 1,340 freight cars and 93 locomotivse was repaired during July, an increase of 18 and 7 per cent, respectively, over the previous month. July production of spare parts for locomotives also was 66 per cent higher than in June. The report observed that although the supply of steel for repair purposes was adequate, other metals are still in short supply and shop facilities are still inadequate to meet all repair needs promptly.

## I. C. C. Affirms Mare Island Rate Decision

Reporting on further hearing in the No. 29015 proceeding, the Interstate Commerce Commission has affirmed its prior report's dismissal of the rate complaint which the San Francisco & Napa Valley brought against its connecting roads in accordance with provisions of an operating contract it entered into with the Navy Department in 1943. The dissent of Commissioner Alldredge is noted, while Chairman Barnard and Commissioner Miller did not participate in the disposition of the proceeding.

As noted in the *Railway Age* of December 30, 1944, where the commission's prior report was reviewed, the proceeding involved rates to and from Mare Island, Calif., Navy Yard, served by the S. F. & N. V. which connects at Napa Junction, Calif., with the Southern Pacific. The complaint assailed the rates to and from Mare Island insofar as they included the S. F. & N. V.'s local rate or abritrary of five cents per 100 lb.; and it asked that through rates to Mare Island be prescribed on the Napa Valley or Vallejo, Calif., basis, whichever was lower, and that the S. F. & N. V. be accorded divisions of such through rates.

The commission found in the record of the further hearing no evidence that would warrant modification of the prior report's findings. At the same time, it stated, as it had in the prior report, that the decision is "without prejudice to an attack upon the measure of the complainant's local rate or arbitrary for its service between Napa Junction and Mare Island." The present report notes that the operating contract wherein the S. F. & N. V. agreed to file the complaint was terminated effective May 15, since which time the Navy has paid the complainant's published tariff rates. The contract has provided for payment on an operating-expense-plus-10-per-cent basis.

## Diesels Taking Over More Railroad Work

(*Continued from page 894*)

**Traffic Outlook**—In its discussion of the freight traffic outlook, the bureau points out that the Production and Marketing Administration of the Department of Agriculture has estimated November requirements for grain and grain products at 54,400 cars per week, as compared with actual average weekly loadings of 49,902 cars last month and 56,376 cars in November, 1945. "The estimate," the bureau says, "reflects to some extent the available box car supply and market demand, and is not considered impossible of attainment by P. M. A. If the required goal is attained, P. M. A. estimates that 48,300 cars and 49,800 cars will be required in December and January, both figures somewhat under actual movements in the corresponding months a year ago."

As to livestock loadings, P. M. A. estimates that they will average 27,400 cars weekly in November as compared with 28,044 cars in October and 25,045 cars in November, 1945. The estimates for December and January indicate weekly average loadings of 19,700 cars and 17,100 cars, respectively—11.3 and 5.5 per cent above loadings for the corresponding months a year earlier.

The movement of perishable and semi-perishable commodities normally moving in refrigerator cars is "seasonally down," and the estimated loadings for November (196,-500 cars) would be 2.4 per cent under the November, 1945, movement. The reference to October coal loadings notes that they were at the highest weekly level since January, 1930, when the average load per car was 50.9 tons as compared with the 1945 average of 56.9 tons.

With comparative data on net ton-miles per freight car day and related figures showing net ton-miles per loaded car-mile, average haul per revenue ton per road, and per cent serviceable of all freight cars on line the "Comment" points up the fact that net ton-miles per freight car day during this year's first eight months averaged 77 per cent more than in the comparable 1939 period. The figures were 859 and 485, respectively, the war-time peak being 1944's 1,067. For August, it says, the average number of freight car-miles per freight car day was 984, the same as the average for August, 1945.

**Forwarders' Revenues**—A summary of quarterly returns of 50 freight forwarders reporting revenues of $100,000 or more per year shows that for the six months ended with June they had a net income, after provision for income taxes, of $1,015,265, as compared with $562,604 in the first half of 1945. For this year's first six months the forwarders reported $91,647,199 in transportation revenues, of which they paid $71,263,843 for transportation purchased. The railroads got $50,411,914 of the latter, over-the-road truckers got $9,453,235, water carriers, $97,427, and pick-up and delivery and transfer truckers, $10,985,973.

Among other tabulations in the comment are those which undertake to determine the relationship between vehicle-miles and accident frequency on the highways. The over-all figures, as the bureau reads them, indicate that "with the exception of the year 1942 [of the 1940-1945 period], fatalities followed a trend higher than that of vehicle-miles; but 1942 was the year of the inception of gasoline rationing and war-required speed limits and it was in the closing months of that year that average speeds were lower on main rural highways than at any other time between November, 1941, and December, 1945."

Meanwhile, the bureau found "more satisfactory" statistics to compare railway grade-crossing accidents with vehicle-miles. In that connection it sets out figures on which it makes this comment: "The number of truck grade-crossing accidents increased, except in 1944, concurrently with, but not proportionately to, the increased mileages of vehicles, trains, and cars. On the other hand, the number of grade-crossing accidents for all motor vehicles followed an intermediate trend, not as low after 1941 as the series for vehicle-miles and not as high as the series for train- and car-miles.

"A rather definite relationship between rail traffic, vehicle-miles and accidents is to be expected. Accidents for *all* vehicles, however, show a trend higher than is justified by highway vehicle-miles, but this statement does not apply to trucks. The clear inference would seem to be that the relative grade-crossing accident increase since 1943 is attributable to passenger-car accidents."

## Suspends Proposed North-South L. C. L. Minimum Rates

The Interstate Commerce Commission suspended from November 15 until December 30 various agency tariffs wherein the railroads are proposing to apply the class rates between points in Official territory and the Official territory gateways as minima on l.c.l. and any-quantity interterritorial tariffs between points in Official territory and the South. The suspension notice by I.C.C. Secretary W. P. Bartel said that Acting Director Jensen of the commission's Bureau of Traffic "will try to work out a proper adjustment with the carriers, and upon the publication of such an adjustment Division 2 will consider lifting the suspension." The proceeding is docketed as I. & S. No. 5439.

## Santa Fe and Illinois Central File Air-Service Applications

Applications for authority to engage in air-freight services have been filed recently with the Civil Aeronautics Board by the Atchison, Topeka & Santa Fe and the Illinois Central. The Santa Fe proposal is before the board in two applications, one filed by the railroad and the other by its affiliate, Santa Fe Skyways, Inc., for certificates of public convenience and necessity authorizing the operation of planes in scheduled freight and mail service. The Illinois Central proposal is embodied in four applications filed by its affiliate, Mississippi Valley Transportation Company, which

seeks authority to operate as an indirect air carrier or air freight forwarder.

The Santa Fe applications seek to establish scheduled operations with conventional civil aircraft over three routes between Chicago and Los Angeles, Calif, and San Francisco; Kansas City, Mo., and Galveston, Tex.; and Amarillo, Tex., and Galveston Rights are also sought on alternate routes between Winslow, Ariz., and Los Angeles; Winslow and Bakersfield, Calif.; Los Angeles and San Francisco-Oakland; Wichita, Kans., and Oklahoma City, Okla.; Fort Worth, Tex., and Houston; and Fort Worth-Dallas-Houston. In addition authority is sought "to operate over two or more of such routes in combination and to operate non-stop service between any two or more points along said routes, as traffic requirements demand."

The Santa Fe's own application says that if it is granted the railroad will cause Santa Fe Skyways "to be dissolved and all of its operations and properties transferred to applicant." Meanwhile, it notes that Skyways is already engaged "in the carriage of freight by air as a contract carrier." Both Santa Fe applications say that the applicants are confident that the proposed operations can be conducted on a profitable basis; and for that reason they waive "any subsidy in the rates for the transportation of mail" to which they might otherwise be entitled under the provisions of section 406(b) of the Civil Aeronautics Act.

The Illinois Central affiliate's four applications comprise a request for authority to operate as a forwarder, through the use of scheduled or non-scheduled air carriers, between all points served by the I. C. and between all such points and all points within and outside continental United States. Two of the applications relate to the proposed domestic service—one seeking authority to perform it through the use of scheduled air lines and the other through non-scheduled carriers. The other two seek like authorizations for the proposed export service.

## Drops Dormant Probe of P. R. R. New England Holdings

The Interstate Commerce Commission has discontinued the long-dormant investigation which it launched in 1934 for the purpose of determining whether the stock holdings of the Pennsylvania and Pennroad Corporation in the New York, New Haven & Hartford and the Boston & Maine were in violation of the Clayton anti-trust law and inconsistent with the commission's then-pending railroad consolidation plan. The proceedings, docketed as No. 26286, was instituted by a February 20, 1934, order which resulted from a complaint filed November 24, 1933, by the governors of the six New England states.

The discontinuing order, dated November 12, came about a month after I. C. C. Secretary W. P. Bartel had written to the present governors of New England states about the matter. Mr. Bartel told the governors that the commission's Bureau of Inquiry conducted certain field investigations during the years 1934-1940 and worked "in close cooperation with counsel then representing the several governors." He added that these investigations failed to turn up sufficient evidence to indicate that the proceeding should be assigned for oral hearing.

The I. C. C. secretary also said that the proceeding had been assigned to the personal docket of the late Commissioner Claude R. Porter; that the commission had considered it after Mr. Porter's death, and desired to progress it to a conclusion. While the letters said further that an examination of the record "does not appear to warrant further proceedings," the governors were nevertheless assured by Mr. Bartel that, if they had any evidence to present, the commission would assign the case for hearing. Otherwise, he added, the commission would give consideration to discontinuing the proceeding. The docket indicates that no reply had been received to the Bartel letters when the vacating order was issued.

The docket further reveals that the case was once assigned for hearing on May 16, 1934, but a May 10, 1934, order postponed that session indefinitely and no other hearing date was ever fixed. Meanwhile, the New Haven's reorganization proceedings under section 77 of the Bankruptcy Act were launched in October, 1935.

## Denies Short-Notice Petition on Express Rates

The Interstate Commerce Commission has denied the Railway Express Agency's petition for authority to make effective on one day's notice the rate increases authorized by the commission in its Ex Parte 163 report of October 28. The new rates are thus scheduled to become effective December 13 in accordance with tariffs filed by R.E.A. before it submitted the short-notice petition.

## Memorial Service to be Held for Commissioner Porter

Secretary W. P. Bartel has announced that the Interstate Commerce Commission will hold a memorial service for the late Commissioner Claude R. Porter at 3 p.m. on December 10 at its Washington, D. C., hearing room. Commissioner Porter died August 17. (See *Railway Age* for August 24, page 351.)

Mr. Bartel said that because of the limited seating capacity of the room, admission to the service will be by card only.

## Predicts Continuing Growth of Air Freight Operations

Freight operations will comprise one of the leading air transport services of the future, according to an article appearing in the November issue of "Domestic Commerce," monthly publication of the Department of Commerce. The article is based on a report prepared by the Transportation Division of the Commerce Department's Office of Domestic Commerce.

The article considers types of goods that lend themselves most favorably to air transportation—as well as those which must continue to be moved by surface transport agencies—and discusses comparative costs of rail, truck and air transportation. The latter, it is predicted, will probably obtain most of its business from rail express and truck freight and "a very small percentage" from carload rail freight.

"Air cargo service in the future will be performed for the most part with large planes," the article states. "Large planes mean low ton-mile operating costs. This is a fundamental in efficient aircraft operations. Low ton-mile operating costs mean more competitive ability to get the traffic from surface carriers as well as from other air services. Within 10 years, a great deal of the air cargo should move in planes several times the size of those now in use.

"Not only will air freight be moved in large planes, but it will be moved in planes specifically designed for air cargo service. They will be of rugged construction and will have a low level floor to allow easy loading and unloading. They will not necessarily be designed for high speeds, as speed is not as important in cargo service as it is in passenger service.

"Air cargo will be one of the leading aviation businesses of the future. There is ample economic justification for such a service. Unfortunately, plans often have not been well laid for organizing such a service. The shippers' and receivers' needs sometimes have not been satisfactorily met. But because the need is there, because the means of serving that need exist, and because of the imagination and energy of the many new operators, air cargo will in a few years emerge from the experimental stage into a full-fledged industry."

At the same time, however, the article points out that although the yearly volume of rail express is estimated at about 3,000,000 tons and truck freight at "about double" that figure, the air express carried in 1943 amounted to only 28,000 tons, or three-tenths of 1 per cent of the total. It further notes that the percentage of air freight carried during the past year is not "much larger," despite the rapid growth of that type of transportation within the last 12 months. At the same time it asserts that the growth in the volume of freight carried by air during the past year has "hardly been paralleled" in the history of "any form of transportation." The article attributes the "bulk of the increase" to the growth of non-scheduled cargo services.

"It would seem logical for air cargo to have been developed years ago because the cost of operating planes was lower then," the article continues. "Operating costs are now at an all-time high, and higher operating costs mean that high air-freight rates must be charged to cover them."

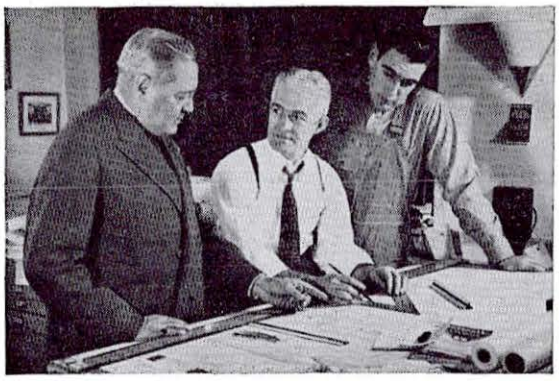
According to the article, the (1) training provided during the war by the Army and Navy in flying, maintainence and other aviation occupations; (2) surplus disposal program of the armed forces, under which a standard 21-passenger plane can be bought by a veteran at a small fraction of its original cost of $100,000 and (3) savings of veterans and others and an easy money policy on the part of banks and other financial institutions are the major reasons for the present development in air cargo service.

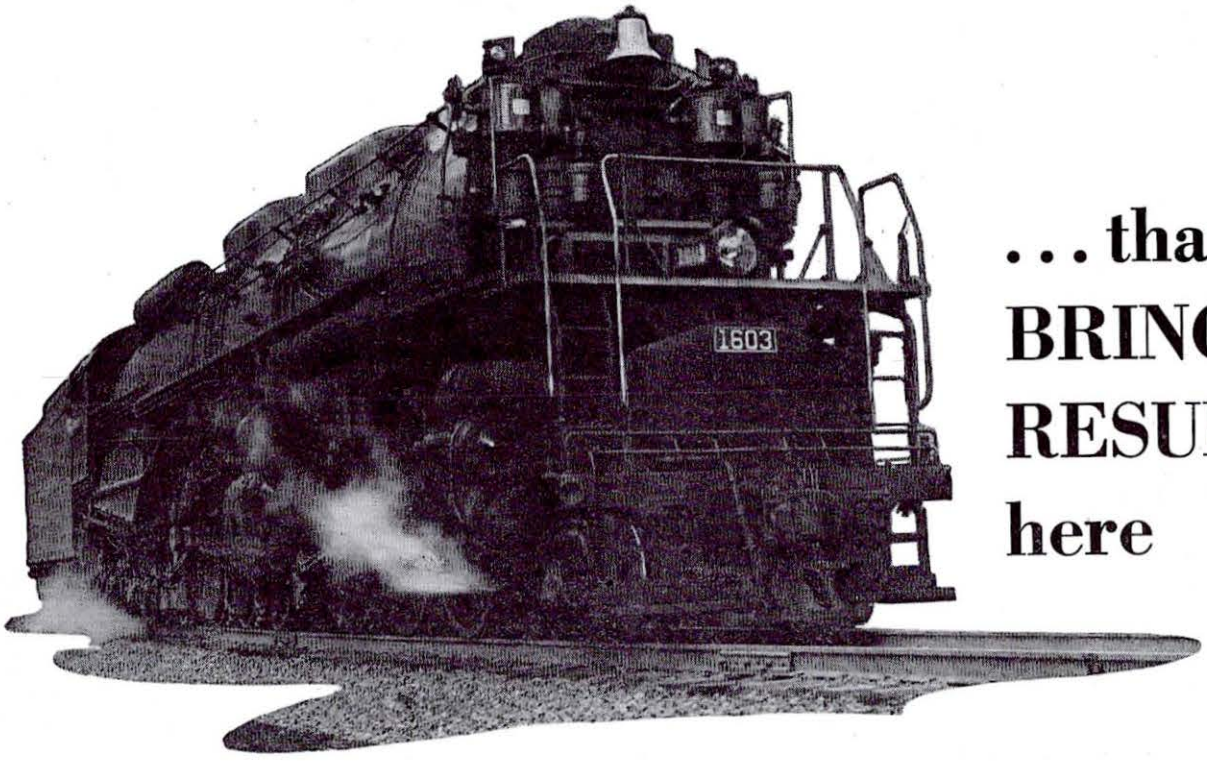
## Frisco May Still Lease Truck Line It Couldn't Buy

The Interstate Commerce Commission Division 4, has made public an October 24 order whereby it authorized an indefinite extension from October 31 of the lease


*News Department continued on next left-hand page*

## It's the "KNOW HOW" *here...*






## ...that BRINGS RESULTS here

The engineering knowledge and experience that go into the preparation of the original design determine the efficiency of the locomotive when it is put in service.

To this basic knowledge Lima adds careful adherence to exact dimensions and specifications during construction. It is through such attention to detail that Lima has earned for itself its enviable reputation as a builder of long-life, economical power . . . power that is capable of hauling heavy loads at the sustained speeds that modern operational requirements demand.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED INCORPORATED, LIMA, OHIO

under which the Frisco Transportation Company, a subsidiary of the St. Louis-San Francisco, has been operating the trucking routes of the Missouri-Arkansas Transportation Company of Joplin, Mo. These operations were among those which commission decisions of last August refused to permit the Frisco to purchase after the railroad subsidiary had indicated that it would not consummate the proposed transactions if its services on the acquired routes were restricted to make them auxiliary to St. L.-S. F. train service (see *Railway Age* of August 10, page 239).

# Supply Trade

**Joseph J. Murphy** has been appointed manager of sales of **MacLean-Fogg Lock Nut Company,** Chicago.

**Henry W. Stahl** has been appointed eastern and southern sales representative for the **O. W. Swanson Corporation,** Chicago, with headquarters in New York.

**William S. Boyce** has been appointed manager, railroad sales, of the **Colorado Fuel & Iron Corp.,** with headquarters at Denver, Colo.

**Arthur E. Jacobs** has been appointed vice-president and sales manager of the **Blackmer Pump Company,** Grand Rapids, Mich.

**Lee Mullen** has been appointed general manager of sales for the **Globe Steel Tubes Company.** With Globe Steel Tubes since 1943, Mr. Mullen was formerly

**Lee Mullen**

with the Sharon Steel Company, the Republic Steel Corporation and the Pittsburgh Steel Company.

The name of the **American Foundry Equipment Company,** Mishawaka, Ind., has been changed to **American Wheelabrator & Equipment Corp.**

The **Davey Compressor Company** has appointed the **Claude B. Smith Company,** 615 Sansome street, San Francisco, Calif., as northern California distributors for Davey compressors.

**A. H. Adkins** has been appointed southeastern sales representative for Peacock hand brakes, a product of the **National Brake Company.** His headquarters will be at Bethesda Md.

**John S. Hutchins,** president of the Ramapo Ajax division of the **American Brake Shoe Company, William T. Kelly, Jr.,** president of the engineered castings division and the Kellogg division, **Thomas W. Pettus,** president of the national bearing division, and **Joseph B. Terbell,** executive vice-president of the American manganese steel division, have been elected vice-presidents of the parent organization.

Mr. Hutchins, a native of Arlington, Mass., has been with American Brake Shoe for 21 years, working mainly in a sales capacity. He was elected a vice-president of the Ramapo Ajax division in

**John S. Hutchins**

January, 1944, and president in September, 1945. Since December, 1945, he also has been chairman of the Canadian Ramapo Iron Works, Ltd.

Mr. Kelly, who joined American Brake Shoe in 1928, was general purchasing agent for several years before becoming president of the Kellogg and engineered

**William T. Kelly, Jr.**

castings divisions. Born in Mobile, Ala., Mr. Kelly is vice-president of Canadian Ramapo Iron Works and a director of the Dominion Brake Shoe Company, Ltd.

Mr. Pettus, president of the national bearing division since February, 1945, has worked for American Brake Shoe successively as sales representative, sales manager, priorities administrator, vice-president and executive vice-president of the national bearing division. A native of St. Louis, Mo., he has been a director of the Mercantile-Commerce Bank & Trust Co. of St. Louis since August, 1945.

Mr. Terbell has been associated with

**Thomas W. Pettus**

various divisions of the company, mainly in a sales capacity. In 1940, he was promoted from a district sales manager to

**Joseph B. Terbell**

vice-president of the American manganese steel division, and in December, 1945, to executive vice-president. Since January of this year he also has been a director of Dominion Brake Shoe.

The **Lodge & Shipley Machine Tool Co.** has announced that because of the broadened scope of its manufacturing operations, its name will be changed to the **Lodge & Shipley Co.**

**G. B. Sailor** has been appointed acting general auditor of the **Pullman Company,** with headquarters at Chicago, succeeding **H. J. England,** who has retired because of ill health.

**Elmer Anderson,** service engineer of the **Timken Roller Bearing Company,** at Milwaukee, Wis., has been appointed assistant service manager of that company at Canton, Ohio.

**Robert M. Hayes** has been elected treasurer of the **Oliver Iron & Steel Corp.** He has been with the company since 1944 in the position of treasurer. **W. F.**

*News Department continued on next left-hand page*

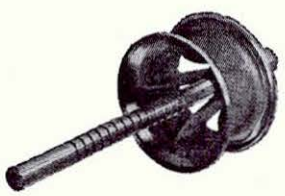
# *Make the most of...*

# Locomotive modernization programs

● It is especially important, in connection with locomotive modernization programs, to weigh carefully the possibilities of the Franklin System of Steam Distribution.

There are no other changes or combinations of changes which you can make in existing motive power that will produce such fundamental improvements in locomotive performance. Without increasing fuel consumption or boiler capacity, you can increase horsepower at normal operating speeds by 20% to 40%. When this greater power is not being utilized, you will achieve fuel savings ranging from 20% to 40%.

With the Franklin System of Steam Distribution, piston valves are replaced with fast-acting, lightweight poppet valves. This permits the use of larger steam passages. Separate control of intake and exhaust valve events permits late release and suitable compression even at shortest cutoffs. Efficiency of transforming steam into horsepower hours is materially improved.



We would like to show you how this can be accomplished — practically — with your locomotives, either freight or passenger.

**FRANKLIN RAILWAY SUPPLY COMPANY, INC.**

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

**Roll,** who has been assistant treasurer, will serve also as assistant secretary.

**Paul K. Povlsen,** formerly vice-president in charge of production and engineering for the J. I. Case Company, has been appointed assistant to the president of the **Galvin Manufacturing Corporation** of Chicago.

The **Ohmer Corporation,** Dayton, Ohio, has been purchased by the **Rockwell Manufacturing Company,** Pittsburgh, Pa., and will be operated under its present name as a wholly-owned subsidiary. **J. Allen Harlan,** president of Ohmer for the past year, will remain with the new ownership as vice-president.

**George P. Torrence,** whose election as president of the **Link-Belt Company,** at Chicago, was reported in the *Railway Age* of November 9, was graduated from Purdue university in 1908, with a degree in mechanical engineering. He joined the firm in 1911 as a draftsman at Indianapolis, Ind. During his service with the company he has held various positions, which included manager of the Indianapolis operations from 1926 to 1032, and president of these operations from the latter date until 1936. In addition to his experience with the Link-Belt Company, Mr. Torrence was general manager of Rayon Machinery Corporation, a subsidiary of Industrial Rayon Corporation, from 1936 to 1944. He was also president of the Cleveland Pneumatic Tool Company from 1944 to 1946. He was made executive vice-president of Link-Belt on July 1, 1946, which position he held at the time of his recent promotion.

**George P. Torrence**

**Kennametal, Inc.,** has announced the addition of **Delmar E. Baker, William L. Chambers, Richard H. Oberholtzer** and **Leo J. Perrette** to its staff of application engineers. **Robert S. Sagers** and **Harry W. Bearfoot** have been appointed representatives in the firm's middle Atlantic district, the former in the Philadelphia, Pa., area and the latter in the Baltimore, Md., area. **Allen M. Austin** has been appointed an agent in the Kansas City, Kan., area of the midwestern district.

**Eugene N. Foss, 2nd,** has been appointed manager of the northwestern district of the B. F. Sturtevant Company division of the **Westinghouse Electric Corporation** to succeed Fred Herlan, who will retire soon. Mr. Foss, from headquarters in Chicago, will direct the sale of Sturtevant air handling and air conditioning equipment in northern Illinois and Indiana, western Ohio, parts of Michigan, South Dakota and Montana, and all of Wisconsin, Iowa, Minnesota, Nebraska and North Dakota.

## OBITUARY

**Bert E. Hurlbut,** railway representative for the Western Shade Cloth Company, at Chicago, died on November 12, at Edwards, N. Y., following a long illness.

**John D. Williamson,** New York district manager for SKF Industries, Inc., from 1923 until his resignation last August 31, died on November 2 at his home in Ramsey, N. J. He was 55 years old.

**Roswell D. Grant,** vice-president in charge of engineering and manufacturing of the Pyle-National Company, whose recent death was reported in the *Railway Age* of November 9, was born on July 4, 1889, at Pentwater, Mich. He began his career with an electrical firm at Grand Rapids, Mich., and joined the Pyle-National Company in 1913 as a draftsman in the engineering department. He was subsequently advanced to the position of plant superintendent, and in 1929 was elected vice-president.

# Equipment and Supplies

## C. & O. Group Orders 284 Passenger Cars

### Pullman-Standard low bidder on $26 million contract; all main-line runs covered

The Chesapeake & Ohio Lines—that is, the Chesapeake & Ohio, the Pere Marquette, and The New York, Chicago & St. Louis—have ordered 284 passenger train cars from the Pullman-Standard Car Manufacturing Company. The order, placed through competitive bidding, will require an expenditure of about $26 million, and was described by Robert R. Young, chairman of the C. & O. and of the Alleghany Corporation, as the largest car order ever placed by one railroad group with one builder at one time. (The C. & O.'s inquiry for 247 lightweight cars, including 112 sleeping cars, was reported in *Railway Age* of October 12, page 618.)

Delivery of the new cars is scheduled to begin in the last quarter of 1947, and Mr. Young expressed hope that a substantial number would be received by the middle of 1948. When all of the cars on order are delivered, supplementing the two "Pere Marquette" trains recently placed in service by that road and the two streamliners now being built for the C. & O. by the Budd Company, all passenger cars in regular main-line service on the three railroads will be of post-war design and construction, it was explained.

The contract awarded Pullman-Standard calls for 99 coaches, 22 coach-baggage cars, 3 mail-baggage cars, 4 parlor cars, 10 single dining cars, 14 two-unit dining cars (28 cars operated in pairs), and 2 tavern-lounge cars. The rest of the order is made up of sleeping cars of various types, including different combinations of rooms and roomettes and observation, buffet and lounge compartments, but no open sections.

While some provision is made in the order for head-end traffic, the C. & O. roads plan to handle main-line mail and express principally in separate trains, rather than to burden their fast passenger trains with this business, it was stated.

Pointing out that the Chesapeake & Ohio is relatively unimportant as a passenger carrier, Mr. Young challenged other railroads to follow its example in replacing their main-line passenger equipment completely with new cars. The C. & O.'s purchase will be financed through equipment trust certificates at an annual interest cost of less than 2 per cent, he said, and "these record-breaking easy terms are available to any railroad (bankrupt or solvent").

The significance of this action of the C. & O. board of directors, said its chairman, is that it comes at a time when economists are becoming concerned about full employment. Repeating observations made in advertisements last summer, Mr. Young declared that, in the face of a "need for over 6,800 new sleepers to replace the present obsolete cars that average over 22 years in age, there were only 764 on order in scattered lots by 25 Class I railroads. One hundred ten Class I roads had not a single new sleeper on order."

Modernization of existing equipment and an "aggressive travel promotion program" should create such a travel demand that 100,000 cars will be needed, Mr. Young asserted. At present manufacturing costs this number of cars would require an expenditure of nearly $10 billion, and even if the cost were reduced to half that amount through competitive buying and volume production, he added, "the near-term contribution to employment and prosperity would far exceed the cumulative total from this source for the last 35 years. Constructive action in this and many other directions open to the railroads should go a long way to sustain indefinitely full employment.

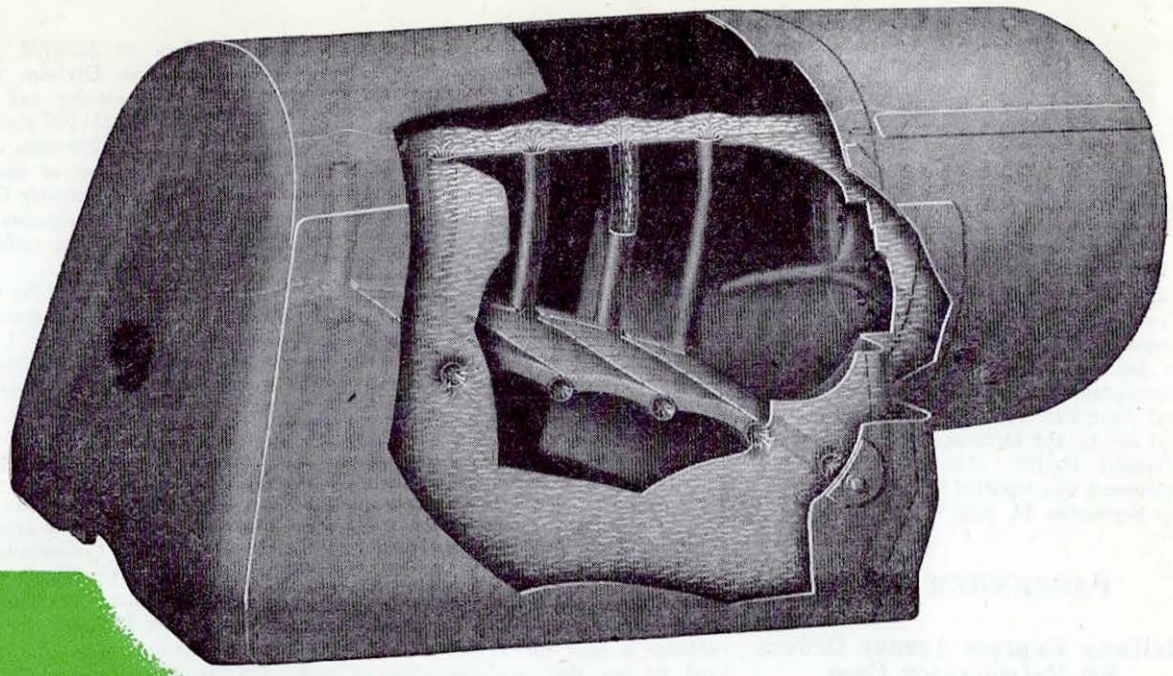
"It is thus that free enterprise will be preserved. If industry does not stay on its toes, even Republicans can have us boondoggling."

## G. T. W. Plans Improvements

The largest appropriation of funds for road improvements ever made in the history of the Grand Trunk Western was discussed at a meeting of that road's board of directors on November 18 at Detroit, Mich., C. A. Skog, vice-president and general manager, has announced. The program includes the purchase of 500 box cars, the rebuilding of 1,500 box cars and automobile cars and many improvements to the line's facilities.



*News Department continued on next left-hand page*



# THREE WAYS by which Security Circulators assist in maintaining the full steaming capacity of a locomotive...

Security Circulators appreciably add to the effective heating area of a boiler.

Security Circulators improve the circulation of water in the side water-legs and over the crown sheet.

Security Circulators lessen honeycombing, flue plugging and cinder cutting.

Security Circulators are being applied to many fleets of existing locomotives, as well as being specified for new motive power.

**AMERICAN ARCH COMPANY, INC.**

NEW YORK • CHICAGO

SECURITY CIRCULATOR DIVISION

## FREIGHT CARS

The MAINE CENTRAL has ordered 250 50-ton box cars from the Pullman-Standard Car Manufacturing Company.

The BOSTON & MAINE has ordered 500 50-ton box cars from the Pullman-Standard Car Manufacturing Company.

The AMERICAN REFRIGERATOR TRANSIT COMPANY, owned jointly by the Missouri Pacific and the Wabash, has ordered 2,000 40-ton refrigerator cars, of which 900 will be built by the Pullman-Standard Car Manufacturing Company, 900 by the General American Transportation Corporation and 200 by the DeSoto, Mo., shops of the Missouri Pacific. The inquiry for this equipment was reported in the *Railway Age* for September 14, page 453.

## PASSENGER CARS

### Railway Express Agency Orders 500 Refrigerator Cars

The Railway Express Agency has ordered 500 passenger express refrigerator cars from the American Car & Foundry Co. (The inquiry for this equipment was reported in the *Railway Age* for June 15, page 1281). Production of these cars will start immediately at Chicago and deliveries will begin in the second quarter of 1947. The cars, to cost $7,500,000, will be adaptable to the carrying of merchandise express traffic or may be equipped with auxiliary hot water heaters to protect perishables in freezing weather. Their normal capacity will be 50 tons, which will permit a payload of about 62,000 pounds at speeds of 100 m.p.h.

The ice bunkers will have forced air circulation through them by a system of fans which are to be driven from the wheels while the cars are in motion and which is designed to provide uniform low temperatures throughout the entire load. Portable electric motors can be used to drive the cooling fans during loading so the lading may be pre-cooled and the field heat from freshly picked produce be drawn off before the train starts. When waiting for unloading, the usual circulation of cold air by gravity will occur. When adapting the cars for the movement of merchandise express traffic, the ice bunkers at the car end will be swung out of the way, thus making available over eight additional lineal feet for the loading of packages. Floor racks are to be hinged, enabling them to be folded against the walls and providing a capacity of 2,640 cu. ft. for regular express traffic.

## SIGNALING

THE NORTHERN PACIFIC has ordered a 24-lever, Model-2 unit-lever electric interlocking machine from the General Railway Signal Company, to be installed at Wisconsin drawbridge near Superior, Wis. It will control 14 signals, 2 derails, 3 switch machines, and a drawbridge at a junction of a single-track line of the Great Northern with a double-track line of the Northern Pacific.

# Financial

ALTON.—*Reorganization Managers.*—The appointment of three Chicago attorneys as reorganization managers for the Alton was approved on November 15 by Federal Judge John P. Barnes, at Chicago. Judge Barnes, upon confirming the road's reorganization plan on October 21, had refused to approve the proposed appointment of three residents of New York as managers, ruling that the managers should be selected from the territory served by the Alton (see *Railway Age*, October 26, page 704). The attorneys appointed are: A. Bradley Eben, Roy D. Keehn, and John E. Gavin.

ATLANTIC & EAST CAROLINA.—*Note.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue at par a $269,935 secured promissory note, the proceeds of which will be used to evidence a loan for a like amount to be used to pay the purchase price of new equipment acquired under a conditional sales agreement and to pay the balance due on an outstanding note. The note, dated July 13, will be payable to the Wachovia Bank and Trust Company, Winston-Salem, N. C., in 120 monthly installments. It will bear interest at the rate of 2¾ per cent per year on the unpaid balance. (See *Railway Age* of October 12, page 620.)

BALTIMORE & OHIO.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for $7,620,000 of Series R equipment trust certificates, the proceeds of which will be applied toward the acquisition of equipment estimated to cost $9,529,000. The equipment includes 1,000 50-ton, open-top steel hoppers, at $3,170 each; 1,000 50-ton, open-top steel hoppers, at $3,264 each, and 500 50½-ft. steel box cars, automobile type, with permanent decking, cross bars and attachments, at $6,190 each. The hoppers will be supplied in equal numbers by the Pullman-Standard Car Manufacturing Company and the Bethlehem Steel Company, while the automobile cars will be obtained from the Harlan & Hollingsworth Corporation.

The certificates will be dated November 1 and will mature in 10 equal annual installments of $762,000 starting November 1, 1947. The report also approves a selling price of 99.29 for a 1⅞ per cent interest rate, the bid of Salomon Brothers & Hutzler, on which basis the average annual cost to the applicant will be 2.02 per cent.

CENTRAL OF GEORGIA.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for $2,300,000 of Series U equipment trust certificates, the proceeds of which will be applied toward the payment of equipment purchased by the applicant under conditional sales agreements. The equipment includes 2 1,000-hp. Diesel-electric switching locomotives at $78,000 each, from the American Locomotive Company; 100 50-ton steel pulpwood cars at $3,350 each, from the Greenville Steel Car Company; 8 2,000-hp. Diesel-electric road locomotives at $199,738 each, from the Electro-Motive Division of the General Motors Corporation; and 6 baggage and express cars at $31,000 each, 2 baggage and mail cars, at $36,200 each, and 10 passenger cars at a total cost of $844,733, from the American Car & Foundry Company. All the equipment with the exception of the 10 passenger cars has been received by the applicant.

The certificates will be dated October 1 and will mature in 10 equal annual installments starting Octoiber 1, 1947. The report also approves a selling price of 99.87 with a 2⅛ per cent interest rate, the bid of the Fulton National Bank of Atlanta, Ga., on which basis the average annual cost will be approximately 2.15 per cent.

BANGOR & AROOSTOOK. — *Promissory Notes.*—This road has informed the Interstate Commerce Commission that it has accepted, subject to commission approval, the bid of the Worcester, Mass., County Trust Company on $332,000 of promissory notes, the proceeds of which will be applied toward the payment of $416,700 for 100 50-ton, all-steel, two-way side-discharge rack cars which the applicant intends to purchase from the Magor Car Company. The Worcester bank submitted a bid of par value with an interest rate of 1.72 per cent.

CENTRAL OF GEORGIA.—*Reorganization.*—Rejecting the Augusta & Savannah's petition for modification of this road's reorganization plan, the Interstate Commerce Commission has reaffirmed its prior orders approving the plan. The A. & S. petition was filed with the reorganization court which held a hearing on it, referring the record to the commission for action. The petition relied in the main on its citation of an error in the severence studies which undertook to assign C. of Ga. income to various parts of the system. The commission found that neither correction of the error nor other new evidence indicated that the petitioner was entitled to more favorable treatment than it was accorded in the present plan. The main provisions of the plan were outlined in the *Railway Age* of July 21, 1945, page 113, while a subsequent modification was reported in the issue of November 24, 1945, page 879.

CHICAGO BURLINGTON & QUINCY.—*Promissory Notes.*—This road has applied to the Interstate Commerce Commission for authority to reduce from $2,020,480 to $1,988,831.76 the amount of 1.5 per cent promissory notes which the commission authorized it to issue in order to further evidence the indebtedness to be assumed under a conditional sales agreement by which it plans to purchase 28 1,000-hp. Diesel-electric locomotives from the Electro-Motive Division of the General Motors Corporation. (See *Railway Age* for August 3, page 204.)

CHICAGO, ROCK ISLAND & PACIFIC.—*New Reorganization Plan.*—Another in a series of reorganization proposals for this road was filed on November 14, in United States district court, Chicago, and with the Interstate Commerce Commission, by the Rock Island's convertible bondholders' group, representing $32,228,000 of face amount of 4½ per cent convertible bonds. The plan



*News Department continued on next left-hand page*

NOVEMBER

28

proclaimed as the Day for Thanksgiving

THE
SUPERHEATER
COMPANY
Representative of AMERICAN THROTTLE COMPANY, INC.
60 East 42nd Street, NEW YORK
122 S. Michigan Ave., CHICAGO
ELESCO
Montreal, Canada, THE SUPERHEATER COMPANY, LTD.

proposes that the road's trustees be directed to pay off the balance due of $74,656,970 on the general mortgage. This should be done, the petition maintains, through use of the Rock Island's $76,364,445 balance in cash and collateral notes. It is proposed that the payment be made 75 per cent in cash and 25 per cent in collateral notes. The convertible group asserts that $116,688,531 in trust estate securities would be released after redemption and payment of the debt. These assets, they claim, could be distributed among unsatisfied junior creditors.

DELAWARE, LACKAWANNA & WESTERN.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for $4,250,000 of Series D equipment trust certificates to finance in part the acquisition of equipment estimated to cost a total of $5,371,618. The equipment includes two 4,500-hp. Diesel-electric freight locomotives, at $437,331 each; two 4,500-hp. Diesel-electric passenger locomotives, at $447,252 each; two 3,000-hp. Diesel-electric freight locomotives, at $288,166 each; 500 all-steel 50-ton hoppers, at $3,471 each; 9 steel sleeping cars, at $95,000 each; 2 steel dining cars, at $111,130 each, and 2 steel tavern-lounge cars, at $106,680 each. The certificates will be dated November 1, and will mature in 20 semiannual installments of $213,000 and $212,000 on May 1, and November 1, respectively, from May 1, 1947, to November 1, 1956. The report also approves a selling price of par and accrued dividends, for the certificates bearing a 2 per cent rate, the bid of the First National Bank of New York.

DES MOINES & CENTRAL IOWA.—*Reorganization.*—This road has filed in the United States District Court for the Southern District of Iowa a petition for reorganization under section 77 of the Bankruptcy Act. The petition, a copy of which has been filed with the Interstate Commerce Commission, asserts that the road is unable to discharge its obligations, including $2,261,793 in delinquent interest of various bonds and notes which have also been in default as to principal for many years.

GRAND TRUNK WESTERN.—*New Director.*—S. A. Hill, chairman and president, Lee & Cady Company, at Detroit, Mich., has been elected a member of this road's board of directors.

ILLINOIS CENTRAL.—*Director.*—Edwin S. S. Sunderland of New York, a member of the law firm of Davis, Polk, Wardwell, Sunderland & Kiendl, was elected a director of this road at a meeting of the board on November 15, at Chicago. He succeeds W. A. Harriman, who resigned as a director upon being appointed United States Secretary of Commerce.

INDIANA HARBOR BELT.—*Annual Report.*—Operating revenues of this road in 1945 totaled $16,392,133, compared with $16,281,504 in the preceding year. Operating expenses were $17,093,222, compared with 13,715,861. Fixed charges amounted to $506,941, a decrease of $76,980. Net deficit was $1,515,628, compared with a net income of $748,169. Current assets at the end of the year were $6,233,377, an increase of $366,332. Current liabilities were $4,161,115, a decrease of $1,421,552. Long term debt was unchanged at $9,125,000.

MACON, DUBLIN & SAVANNAH.—*Extension of Bonds.*—This road has applied to the Interstate Commerce Commission for authority to extend for a period of 25 years from January 1, 1947, the maturity date of $1,840,000 of its first mortgage, 40-year, 5 per cent bonds, of which $1,733,000, including $204,000 in its treasury, have been issued.

MISSISSIPPI CENTRAL.—*Annual Report.*—Operating revenues of this road in 1945 were $1,905,867, compared with $2,179,784 in the preceding year. Operating expenses totaled $1,367,738, compared with $1,372,066. Fixed charges were $114,703, compared with $116,896. Net income amounted to $108,832, compared with $253,066.

PEORIA & EASTERN.—*Annual Report.*—Operating revenues of this road last year were $4,256,898, compared with $5,178,056 in 1944. Operating expenses amounted to $3,915,346, compared with $3,759,923. Net income was $3,439, compared with $678,528.

PITTSBURGH & LAKE ERIE.—*Reduced Dividend.*—Directors of this road declared a dividend of $1.50 a common share, payable on December 16 to stockholders of record on November 25. The previous payment was $2 a share on June 15.

ST. LOUIS-SAN FRANCISCO. — *Petition Against Reorganization Plan.*—This road has filed a petition in the federal district court at St. Louis, Mo., opposing the reorganization plan formulated for it in 1944 and approved by the court. The petition charges the plan as "unfair and inequitable," in view of high post-war business volume and lower interest rates. It alleges that the Interstate Commerce Commission closed its hearings of "factual record" on the plan on February 16, 1944, and that the commission based its conclusions on the assumption that the nation's economy would never exceed pre-depression levels. This assumption, the railroad contends, has been repudiated by the increase in wartime and post-war profits and the development of new industry and business along the road's lines. The United States court of appeals in February, 1946, overruled a suit by stockholders and unsecured creditors for consideration in the plan. Details of the road's reorganization plan were outlined in the *Railway Age* of January 13, 1945.

SOUTHERN.—*Equipment Trust Certificates.*—This road has requested bids by December 3 for the purchase of $7,600,000 of series MM equipment trust certificates to be dated December 15, 1946. The certificates, which would be payable in twenty equal semi-annual instalments beginning on June 15, 1947, are being issued to provide not more than 80 per cent of the cost (estimated at $9,500,000) of 600 50-ton steel gondola cars, 150 70-ton steel covered hopper cars, 100 70-ton steel ballast cars, 269 50-ton steel-sheathed box cars and 10 6,000-hp. Diesel-electric freight locomotives. No bids of less than 99 will be considered.

WESTERN PACIFIC.—*Annual Report.*—Operating revenues of this system, including the Sacramento Northern and the Tidewater Southern, amounted, in 1945, to $60,558,909, an increase of $5,515,776 over the preceding year. Operating expenses were $46,361,559, an increase of $12,453,510. Fixed charges were $574,469, an increase of $270,455. Net income was $4,756,832, a decrease of $5,712,826.

## Average Prices Stocks and Bonds

| | Nov. 19 | Last week | Last year |
|---|---|---|---|
| Average price of 20 representative railway stocks.. | 48.26 | 50.33 | 63.10 |
| Average price of 20 representative railway bonds.. | 89.98 | 90.22 | 100.01 |

## Dividends Declared

Catawissa.—5% first preferred; 5% second preferred, both semi-annually, payable November 23 to holders of record November 9.

Chicago & Northwestern.—5% preferred series A v.t.c., $3.75, payable December 16 to holders of record November 18.

Connecticut & Passumpsic River.—6% preferred, $2.10; 6% preferred (liquidating), $125, both payable November 8 to holders of record November 6.

Delaware & Bound Brook.—50¢, quarterly, payable December 10 to holders of record December 3.

Illinois Central.—4% guaranteed, $2.00, semi-annually, payable January 1 to holders of record December 11.

Montgomery & Erie. — 17½¢, semi-annually, payable November 12 to holders of record November 1.

North Pennsylvania. — $1, quarterly, payable December 10 to holders of record December 3.

Pittsburgh & Lake Erie.—reduced, $1.50, payable December 16 to holders of record November 25.

Pittsburgh, Bessemer & Lake Erie.—preferred, $1.50, semi-annually, payable December 2 to holders of record November 15.

Pittsburgh, Youngstown & Ashtabula.—7% preferred, $1.75, quarterly, payable December 2 to holders of record November 20.

Troy & Greenbush.—$1.75, semi-annually, payable December 15 to holders of record November 30.

Virginian.—common, 62½¢, quarterly, payable January 2 to holders of record December 17.

Western Maryland.—7% first preferred (accum.), $7.00, payable December 16 to holders of record November 30.

# Construction

CHICAGO, BURLINGTON & QUINCY.—The Federal Works Agency has authorized the expenditure of $52,000 to help defray the cost of the preparation by the road's engineering department of preliminary plans and cost estimates for the separation of railway and highway grade crossings on the main line of the Burlington between Ridgeland avenue, LaVergne, Ill., and Belmont, 13.5 miles.

OLD MAN WINTER SAYS
I'll getcha ef ya don't watch out
SO
1 Be extra careful in getting on or off cars or engines, or when working where there is ice or snow on the ground.
2 When using ear coverings, be extra careful in watching for the approach of trains, cars or engines.
3 Extra care should be taken by those operating motor cars when approaching highway grade crossings and in passing through switches and interlocking plants.
4 Keep footboards free of snow and ice.
5 Stairways, runways, walks, etc. should be kept clean.
6 Men working about tracks should be extra careful.
7 During and following snow storms, engine men and trainmen should be carefully on the lookout for men working on tracks, especially when approaching and passing through switches and interlocking plants.
FINALLY, WATCH YOUR STEP

**Poster No. 279, the December installment of the "All The Year - Every Year Safety Program," now being distributed by the A. A. R.**

*News Department continued on second left-hand page*

# No matter what's around the bend in rail transportation the *Brakes* are ready!

**You can expect new advances and developments in rail transportation as a matter of course . . . for the whole history of railroading in this country has been one of improvement and progress. Just think back to what transportation was when you first stood and watched the trains go by, compare it with the sleek streamliners and fleet freights of today . . . and there's your proof.**

**In all this development, the first requirement has always been *safety*, so each new development has called for something new in brakes. Westinghouse Air Brake engineers, working closely with the railroad men who are planning for tomorrow, keep air brake progress in continuous step with transportation progress. Your safety tomorrow, like your safety today, will be assured by the best in brakes**

To Direct popular attention to the remarkable achievements of American Railroads, this advertisement has been run in national media by Westinghouse Air Brake Co.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★



***This year marks the 100th anniversary of the birth of George Westinghouse. Of his many inventions none has contributed more to mankind's safety and welfare than the brake that bears his name. Brakes are basic to railroad progress.***

## Westinghouse Air Brake Co.

WILMERDING, PA.

1946 PARADE OF THE VETERANS

# 100% PERFECT RECORD

FOR 63 MONTHS

# 99.6% PERFECT RECORD

FOR 63 MONTHS

# The Two Tennesseans

More than five years of operation in heavy-duty fast passenger service — with availability records of 100% and 99.6% — that's the record set up by two General Motors Diesel locomotives hauling the two Tennesseans on the Southern Railway System since May 1941.

Since this is plenty of time to test any locomotive, let's look at the individual records of these two Diesels, hauling 13-car trains in and about the rugged Tennessee mountains.

**NUMBER 2900** has a perfect record. It has met its total assigned mileage for 63 months — 100% of the time — didn't miss a single trip. This locomotive ran up a grand total of 1,077,588 miles, an average of 17,105 miles per month. Finally it was called in for a look-over and possible repair, although it did not break down.

**NUMBER 2901** has a near perfect record. It has been available 99.6% for its assigned mileage during the 63 months. This locomotive has accumulated 1,073,608 miles — no mileage missed on account of mechanical trouble, and is still in service at this writing. Monthly average, 17,041 miles.

These brilliant records are just about tops — yet indicative of the splendid service rendered by all General Motors Diesels. For these Diesels are designed and built by Diesel locomotive specialists — produced in America's best equipped completely-Diesel locomotive plant.

YOUTHFUL IN STAYING POWER

GENERAL MOTORS LOCOMOTIVES

VETERANS IN PERFORMANCE

## ELECTRO-MOTIVE DIVISION

GENERAL MOTORS — LA GRANGE, ILL.

# Abandonments

CENTRAL OF NEW JERSEY.—This road has applied to the Interstate Commerce Commission for authority to abandon a 5,300-ft. portion of its so-called Eatontown branch. The segment, located in Monmouth County, N. J., was used to serve Army facilties at Ft. Monmouth, N. J.

DELAWARE, LACKAWANNA & WESTERN.—The Interstate Commerce Commission has postponed indefinitely the effective date of the certificate of public convenience and necessity issued October 10 by its Division 4 to authorize this road and the Hoboken Ferry Company, respectively, to abandon operation of and abandon the ferry line between Hoboken, N. J., and West 23rd street, New York. The commission's action, embodied in a November 14 order by Commissioner Mahaffie, came after consideration of a petition for reconsideration which had been filed by protestants. Division 4's report was noted in the *Railway Age* of November 2, page 744.

HARRIMAN & NORTHEASTERN.—This road has applied to the Interstate Commerce Commission for authority to abandon a portion of its line, extending approximately 13.3 miles from DeArmond, Tenn., to Petros.

PITTSBURG, SHAWMUT & NORTHERN.—Examiner J. S. Prichard of the Interstate Commerce Commission has recommended in a proposed report that the commission's Division 4 authorize trustees of this road to (1) abandon the entire line from Wayland Junction, N. Y., to Hype, Pa., 144.5 miles, together with branch lines extending from Prosser, N. Y., to Olean, 9 miles; from Kasson, Pa., to Marvendale, 1.88 miles, and from Horton City, Pa., to Drummond, 0.88 mile; (2) abandon operation over the Kersey, a wholly owned subsidiary of the Shawmut, from Paine, Pa., to Cardiff, 12.18 miles, together with branch lines extending from Force, Pa., to Tyler, 2.87 miles, and from Weedville, Pa., to Browns Run, 1.75 miles; (3) abandon operation under trackage rights over a line of the Delaware, Lackawanna & Western, extending from Wayland Junction, N. Y., to Wayland, 1.26 miles, and over the Erie, extending from Hyde, Pa., to Horton City, 2.41 miles, and (4) abandon operation under lease over a line of the Rochester, Hornellsville & Lackawanna, owned by the American Red Cross, extending from Moraine, N. Y., to Hornell, 9.31 miles.

The report would also conditionally approve abandonment by the Kersey of its lines, as listed above. The condition would require trustees of the Kersey to sell their lines, or any portion thereof, within 30 days from the date of the commission's certificate, "to any responsible person, firm or corporation" for rail-transportation purposes, at not less than net salvage value, estimated at $77,184.

According to the examiner's report, neither the present nor the prospective volume of traffic is sufficient to warrant retention of the Shawmut and continued operation would impose an "undue and unnecessary burden" upon both the applicants and interstate commerce. The road operated at a loss of $466,960, including an actual cash loss of $82,703, during the first six months of 1946, he said.

The report also noted that none of the Shawmut's connecting carriers, including the Pennsylvania, the Baltimore & Ohio, the D. L. & W., and the Erie, desires to purchase any portion of the line. It said that an offer of $465,000 for the entire property was recently rejected, although the offer was made with a view of maintaining continued service. The offer was considered unreasonably low in view of the net salvage of the properties, estimated at $1,407,069. "The applicants are willing to sell the line, or any part thereof, at a price commensurate with the salvage value," the report said. "Those who may have a desire to purchase the line . . . for continued operation should be accorded that opportunity."

In accordance with the usual commission practice in cases where abandonment of an entire line is involved, the proposed report suggests no labor-protection conditions. "However unfortunate the situation of certain employees may be," the examiner said, citing *Susquehanna & N. Y. R. Co. Abandonment*, 252 I. C. C. 81, "a carrier cannot be compelled to remain in business merely for the purpose of furnishing employment."

ST. LOUIS & OHIO RIVER.—This road has applied to the Interstate Commerce Commission for authority to abandon a 4.3-mile line in St. Clair county, Ill. The line had been used to serve mining interests.

# Railway Officers

## EXECUTIVE

**Bernard J. Fallon,** whose election as president of the Chicago North Shore & Milwaukee, with headquarters at Chicago, was reported in the *Railway Age* of November 9, was born on August 10, 1880, and began his railroad career in 1899 in the engineering department of the Chicago, Burlington & Quincy. He later became engineer maintenance of way of the Metropolitan West Side Elevated Railway, Chicago, and also held the position of assistant general manager of that company. Other positions held by Mr. Fallon are as follows: engineer maintenance of way, Chicago Elevated Railroads; chief engineer, C. N. S. & M.; assistant general manager, Chicago Elevated Railroads, and later, general manager; vice-president, from 1925 to 1934, Chicago Rapid Transit Company, C. N. S. & M., and Chicago, Aurora & Elgin. Until his election as president of the North Shore, Mr. Fallon served as executive officer for the trustees of that road, co-receiver and executive officer of the C. A. & E., and co-trustee and executive officer of the Chicago Rapid Transit Company. He is now also sole trustee and executive officer for the latter company.

**Bernard J. Fallon**

**William A. Marshall,** whose appointment as assistant to vice-president of the Seaboard Air Line at Norfolk, Va., recently was reported in *Railway Age*, was born at Macon, Ga., on May 25, 1891. Mr. Marshall entered railroad service in July, 1905, as messenger with the Southern at Atlanta, serving successively until 1907 as record clerk and billing clerk for that road. From 1907 to 1910 he was rate clerk for the Nashville, Chattanooga & St. Louis at Atlanta and from 1910 to 1914 he served successively as quotation clerk, rate clerk and executive rate clerk in the general freight office of the Atlanta, Birmingham & Atlantic (now part of the Atlantic Coast Line). From 1914 to 1917 he was executive rate clerk for the Atlantic Coast Line at Wilmington, N. C., then serving in the U. S. Army from 1917 to 1919. Mr. Marshall returned to the Atlantic Coast Line as executive rate clerk, at Wilmington in 1919, leaving that road in 1920 to go with the Norfolk Southern where he served successively as executive rate clerk, assistant chief clerk and assistant general freight agent. Mr. Marshall went with the Seaboard Air Line in 1926 as assistant general freight agent, then served successively as general freight agent and assistant to chief freight traffic officer, the latter being the position he held at the time of his appointment to assistant to vice-president.

**William A. Marshall**

**H. M. Lytle,** whose election as vice-president in charge of public relations of the Chicago North Shore & Milwaukee, with headquarters at Chicago, was reported in the *Railway Age* of November 9, was born on April 3, 1888, at Jackson, Ohio, and received his higher education at the



*News Department continued on next left-hand page*

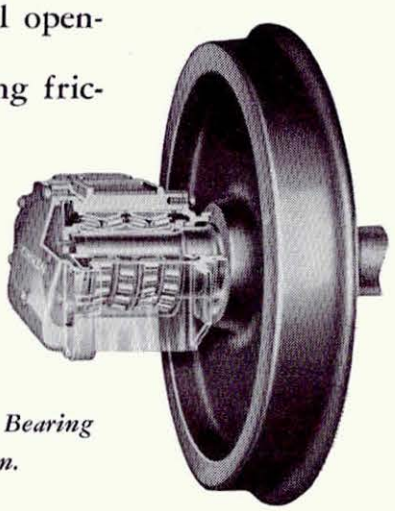
# A GREAT FORWARD STEP IN RAILROADING

## RAILWAY EXPRESS AGENCY SPECIFIES TIMKEN ROLLER BEARINGS FOR 500 NEW EXPRESS REFRIGERATOR CARS

An extract from Railway Express Agency's announcement of the awarding of these cars to the American Car and Foundry Company reads as follows:

> "TIMKEN ROLLER BEARINGS will reduce the starting friction, locomotive fuel consumption and delays caused by journal maintenance."

The TIMKEN "QUAD" BEARING application will be used on these 500 cars. This type of application not only is used in new cars, but because it fits into existing narrow truck frame pedestal openings, it makes possible the conversion of existing friction bearing cars with pedestal type trucks to Timken Roller Bearings.



*Timken "Quad" Bearing Application.*

**TIMKEN**
TRADE-MARK REG. U. S. PAT. OFF.
**RAILWAY ROLLER BEARINGS**

**THE TIMKEN ROLLER BEARING COMPANY, CANTON 6, OHIO**

HERE

# *The highest capacity*

# TRACTION MOTOR

One of the reasons for the remarkable performance of Baldwin-Westinghouse 3000-hp. Diesel-Electric Locomotives is the capacity of the eight improved traction motors.

Into these motors, engineers have packed the greatest capacity ever attained in units of this type. They have power to spin the wheels at any gear ratio. They give the excess starting torque that is essential for smooth, rapid acceleration, and provide full power for traction over the entire operating speed range.

This power hasn't been gained at the expense of excessive size or weight, for the rolled frame and the use of 6-poles result in unusually efficent design.

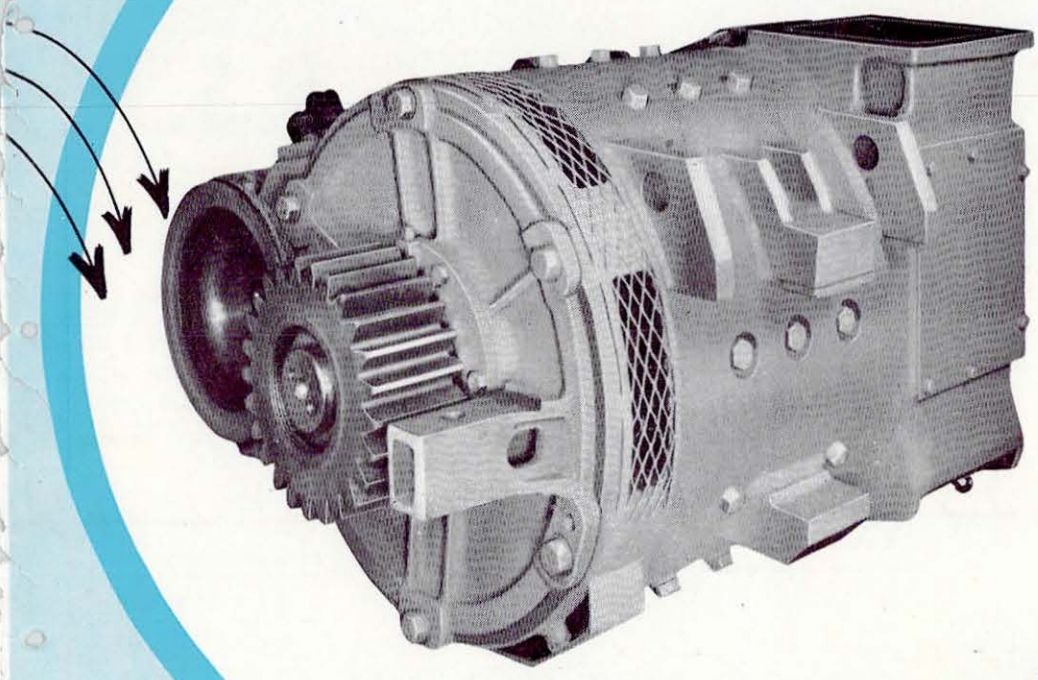
You probably have a lot of plans for extending and expanding your transportation service in the years ahead. A representative will be glad to give you specific information on how Baldwin-Westinghouse Diesel-Electric Locomotives can help to work them out.

The Baldwin Locomotive Works, Philadelphia 42, Pa., U. S. A. Offices: Philadelphia, New York, Chicago, St. Louis, Washington, Boston, San Francisco, Cleveland, Detroit, Pittsburgh, Houston, Birmingham, Norfolk, Seattle.

THE **BALDWIN**
LOCOMOTIVE WORKS, PHILADELPHIA

BLW THE BALDWIN GROUP

*ever built for Diesel-Electric Units*



# Company Community Country

## YOU HELP ALL 3 WITH THE P. S. P.

● Participants in the Payroll Savings Plan benefit directly in terms of cash—because U. S. Savings Bonds at maturity pay $4 for every $3 invested.

Your company, your community, and your country benefit indirectly in terms of security—because: (1) Employees with a solid stake in the future are likely to be stable, productive workers. (2) The Bond-buying habit of local citizen-employees means a reserve of future purchasing power—a safeguard for the stability of your community. (3) Every Bond bought temporarily absorbs surplus funds and helps check inflationary tendencies.

*You're doing everybody a favor—including yourself—by supporting the Payroll Savings Plan.*

### *ARE YOU USING THESE BOOKLETS?*

If not, or if you wish additional copies, just ask your State Director of the Treasury Department Savings Bonds Division.

**The Peacetime Payroll Savings Plan**—A booklet, published for key executives by the Treasury Department, containing helpful suggestions on the conduct of your payroll savings plan for U. S. Savings Bonds.

**This Time It's For You**—A booklet for employees . . . explaining graphically how the payroll savings plan works . . . goals to save for, and how to reach them with Savings Bonds.

*The Treasury Department acknowledges with appreciation the publication of this message by*

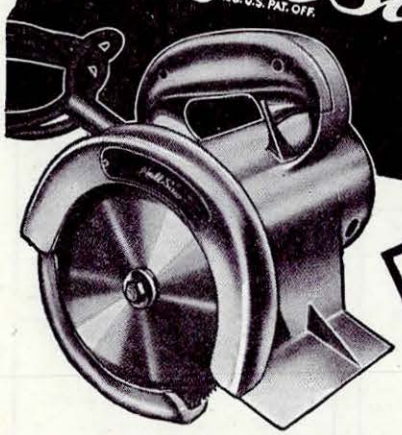
# RAILWAY AGE

*This is an official U. S. Treasury advertisement prepared under the auspices of the Treasury Department and The Advertising Council*

It's Here

NEW MODEL 60 MallSaw

REG. U.S. PAT. OFF.



WEIGHS only 9 lbs. net

# • LIGHTER
# • FASTER
# • CHEAPER

No board is too tough for this new, powerful, high speed MallSaw that is priced within reach of every budget. It will rip or cross-cut any kind of rough or dressed lumber up to 2" leaving a square board end. It is easy to use with one hand. When equipped with a Mall long-wearing abrasive disc, it can be used for grooving Mortar joints, cutting and scoring tile, limestone, concrete and other aggregate compositions. The light weight, rust proof Aluminum alloy housing, comfortable handle with trigger switch, and perfect balance make for easy handling. Equipped with Universal Motor. Available in two voltages 110-volt AC-DC or 220-volt AC-DC 60, 50 or 25 cycles. Has 6" diameter blade.

Ask your Supplier or write for literature and prices,

*Also catalog on MallDrills, MallSaws, Mall Concrete Vibrators, Chain Saws, Mall Rail Grinders and Cross Slotters.*

RAILROAD DEPARTMENT

**MALL TOOL COMPANY**

7813 South Chicago Ave. Chicago 19, Ill.

★ 25 Years of "Better Tools For Better Work."

Mall REG. U.S. PAT. OFF. PORTABLE POWER TOOLS

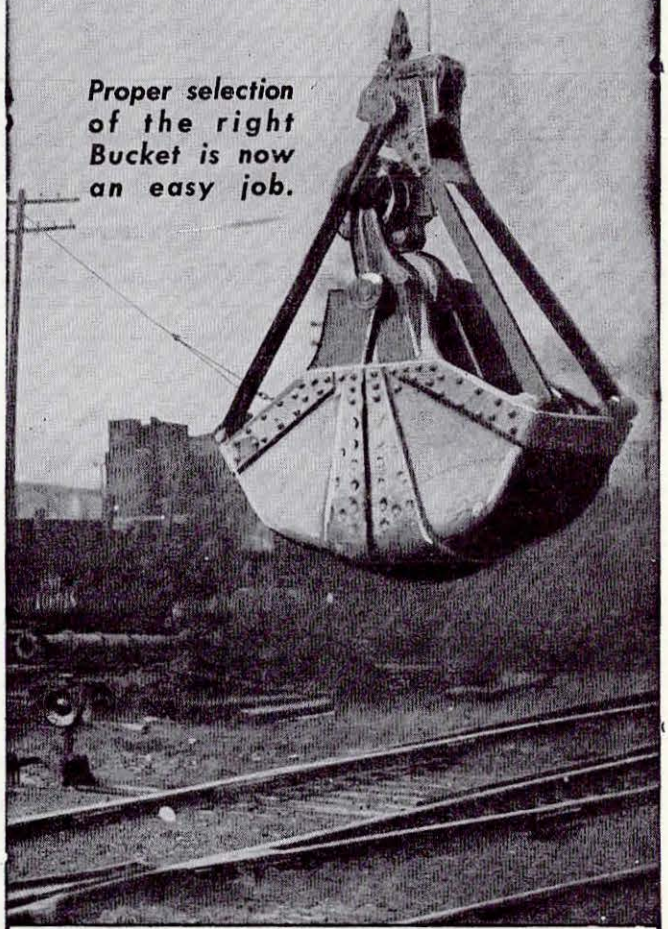


# RAILROADS USE BLAW-KNOX BUCKETS

. . . for bulk transfers at docks and terminals, coaling, ballast cleaning, ditching, hard digging, and ash handling.

**SEND FOR BLAW-KNOX CATALOG NO. 1989**

*Proper selection of the right Bucket is now an easy job.*



**BLAW-KNOX DIVISION**

**of Blaw-Knox Company**

**2061 Farmers Bank Bldg., Pittsburgh 22, Pa.**

New York • Chicago • Philadelphia • Birmingham • Washington

# GET TOGETHER DEPARTMENT

**Educational Services for RAILROAD MEN**

Our New Service on Diesel Locomotive Operation is highly recommended for Engineers and Firemen

*The Railway Educational Bureau*

*Omaha 2, Nebraska*

---

**DE LEUW, CATHER & COMPANY**
ENGINEERS

Railway Terminals and Yards
Bridges Shops & Structures
Tunnels Signaling and C.T.C.

Grade Separations
Transportation Problems
Industrial Plants

*Plans and Supervision of Construction*

20 North Wacker Dr., Chicago 6

---

**90# TIE PLATES**

500 Tons of good, serviceable used tie plates, ready for immediate shipment.

Address:
M. K. FRANK, 480 Lexington Ave., New York 17, N. Y.
Park Building, Pittsburgh, Pa.
Biltz Building, Reno, Nevada

---

## LOCOMOTIVES

2—44-Ton, Diesel-Electric, 300 H.P. Tractive Effort 26,100 lbs. Standard Gauge.

1—38-Ton, 0-4-0 Coal Fired Steam, 36-Inch Gauge.

2—85-Ton Electric Industrial 600 v. D.C., General Electric B + B — 150/150.

4—140 Ton 2-8-2 steam locomotives, T/E 48,570 lbs. I.C.C. condition. Oil fired.

1—65-Ton, 0-6-0, Coal-Fired Steam Switcher, New 1923, Good Condition.

1—80-Ton, 0-6-0, Coal-Fired Steam Switcher, New 1942, Good Condition.
Other Locomotives Too!

1—15-Ton Whitcomb Gasoline, Standard Gauge.

*Send us your Inquiry*

**IRON & STEEL PRODUCTS, Inc.**
41 years' experience
**13486 S. BRAINARD AVE.**
**CHICAGO 33, ILLINOIS**
*"ANYTHING containing IRON or STEEL"*

---

## FREIGHT CARS

2—Gondola, All Steel, 57½-Ton.
30—Gondola, All Steel, 50-Ton.
60—Gondola, Composite, 50-ton.
90—Hopper, Twin, All Steel, 50-Ton.
38—Hopper, Side Discharge, All Steel, 70-Ton.
7—Box, 50-Ton, 50-Ft., Automobile, All Steel.
15—Box, 40-Ton, 50-Ft., Single Sheathed.
12—Box, 40-Ton, 40-Ft., Single Sheathed.
2—Caboose, 8-Wheel, Steel Underframe.
50—Tank, 8000 Gal., Non-Coiled, Class III.
30—Flat Cars, 50-Ton, 43-Ft.
4—Flat Cars, 40-Ton, 40-Ft.
3—Flat Cars, 50-Ton, 40-Ft.
6—Dump, 20 Cu. Yd., Automatic Air, K & J.
17—Dump, 30 Cu. Yd., Clark Automatic Air

**IRON & STEEL PRODUCTS, Inc.**
**13486 S. BRAINARD AVE.**
**CHICAGO 33, ILLINOIS**
*"ANYTHING containing IRON or STEEL"*

---

## SPECIAL OFFERING

*Immediate Delivery*

46—50-Ton, 40-Ft., All-Steel Gondola Cars. Built 1919-1921, some equipped with Type "A B" Air Brakes.

90—50-Ton, All-Steel Twin Hopper Cars.

These cars just released from revenue service.

**IRON & STEEL PRODUCTS, Inc.**
*41 YEARS EXPERIENCE*
**13486 S. BRAINARD AVE.**
**CHICAGO 33, ILLINOIS**
*"ANYTHING containing IRON or STEEL"*

---

**Robert W. Hunt Company**
*ENGINEERS*
Inspection—Tests—Consultation
All Railway Equipment
Structures and Materials
General Office:
175 W. Jackson Boulevard
CHICAGO
New York-Pittsburgh-St. Louis

---

**POSITION WANTED**

Secretary with contacts. Over ten years in railway supply field. Experienced — bookkeeping and income tax. Excellent references. Address box 846, Railway Age, 30 Church St., New York 7, N. Y.

---

CAR BUILDERS' CYCLOPEDIA, LOCOMOTIVE CYCLOPEDIA
WANTED

Will pay your price regardless of age or condition. Write today, stating year, condition, and price wanted.
Max Gray, 5301 Franklin Blvd., Cleveland 2, Ohio

---

**POSITION WANTED**

Chemical Engineer, experienced in testing fuels, lubricants, metals, and treatment and control of water for steam and Diesel locomotives, desires position as Water Service Engineer or Chief Chemist. Address box 844, Railway Age, 30 Church St., New York 7, N. Y.

---

USE
SPACE
HERE

---

## FLAT CARS

**5 Foot Gauge—Crated for Export**
**1638 New—50 Ton—46 feet long**
**Immediate shipment—$2100.00 each**
**Location—Pacific Coast Area**

*Call* *Wire* *Write*

**Sam Cohen Equipment Co.**
**6432 Cass Avenue**
**Detroit 2, Michigan**
**Phone—Madison 5300**

---

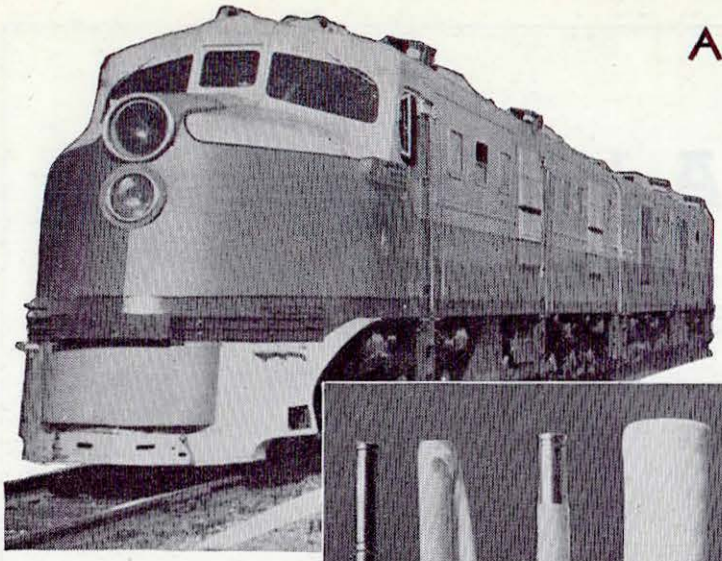
## WANTED

Well established Railway Supply Company wishes to acquire a railway device in mechanical or track maintenance fields by outright purchase or on royalty basis. Address box 845, Railway Age, 30 Church St., New York 7, N. Y.

---

---

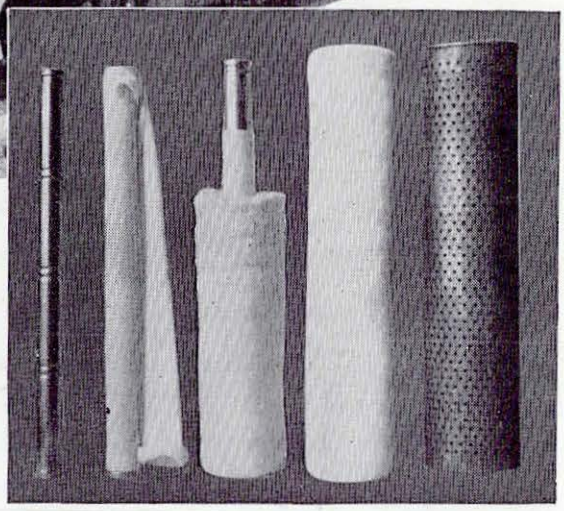
TAKE ADVANTAGE
OF SPACE
IN THE
GET TOGETHER
DEPARTMENT



A Better Lubricating Oil
**FILTER** for Diesels

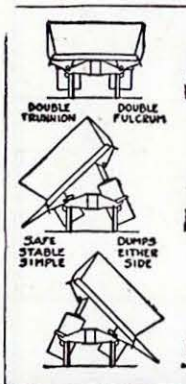
# The M&J FILTER

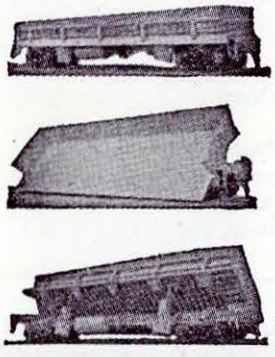
ORIGINATORS OF
THE DIESEL LOCOMOTIVE
FILTER ELEMENT



***elements can be applied to all internal combustion engines in any type of service.***

**M & J DIESEL LOCOMOTIVE FILTER CO.**
224 S. MICHIGAN AVENUE CHICAGO 4, ILLINOIS



AIR DUMP CARS

RAIL CARS
MINE CARS
AND
LOCOMOTIVES
AXLESS TRAINS

COMPLETE
HAULAGE SYSTEMS

**DIFFERENTIAL STEEL CAR CO.**
FINDLAY, OHIO

**HYMAN-MICHAELS COMPANY**
Relaying Rails ★★★ Dismantling
Used railroad equipment—cars—locomotives
Freight Car Replacement Parts

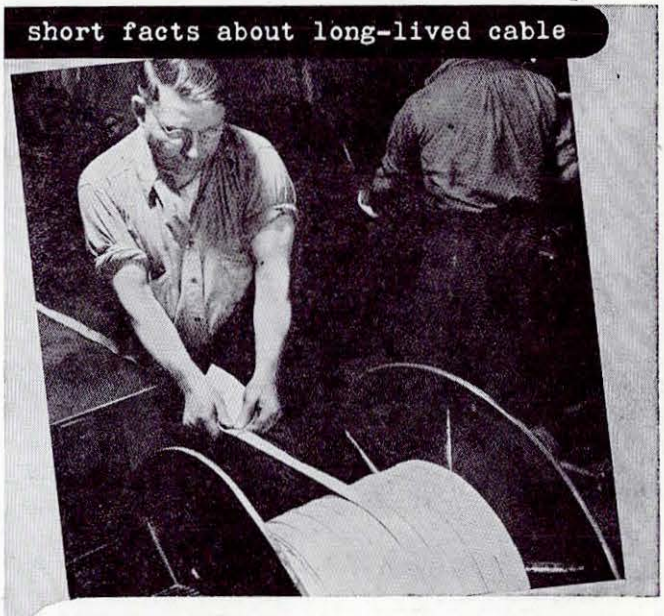
Complete stocks of guaranteed used freight car parts carried on hand by us at all times. Located conveniently for shipment to any part of country. Write — Phone — Wire — when interested in used Rails, Equipment, Cars, Car or Track Dismantling, or Car Parts.

*Main Office*
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

*Branches*

| New York | San Francisco | Houston |
|---|---|---|
| St. Louis | Los Angeles | Havana, Cuba |
| SERVICE | QUALITY | RELIABILITY |

short facts about long-lived cable



• Foot-by-foot inspection is given every strip of insulation applied to an Okonite-engineered wire or cable. The Okonite Company, Passaic, New Jersey.

look for the single ridge

**OKONITE** SINCE 1878
**insulated wires and cables for every railroad use**

# Index to Advertisers

## November 23, 1946


A

Air Reduction Sales Company ..... 15
Aluminum Company of America ..... 5
American Arch Company, Inc. ..... 25
American Hair & Felt Company ..... 14
American Locomotive Company ..... 12, 13
American Steel Foundries ..... 7

B

Baldwin Locomotive Works, The ..... 34, 35
Bendix Aviation Corporation ..... 6
Bethlehem Steel Company ..... 3
Blaw-Knox Division of Blaw-Knox Company ..... 37

C

Cherry Rivet Company ..... 32
Classified Advertisements ..... 38
Cohen Equipment Co., Sam ..... 38

D

De Leuw, Cather & Company ..... 38
Differential Steel Car Company ..... 39

E

Electro-Motive Division, General Motors Corporation ..... 28, 29

F

Franklin Railway Supply Company, Inc. ..... 24
Frank, M. K. ..... 38

G

General Electric Company ..... 12, 13
General Motors Corporation ..... 18
General Railway Signal Company ..... Back Cover
Get Together Department ..... 38
Gray, Max ..... 38

H

Holland Company ..... 11
Hunt Company, Robert W. ..... 38
Hunt-Spiller Mfg. Corporation ..... 30
Hyatt Bearings Division, General Motors Corporation ..... 18
Hyman-Michaels Company ..... 39

I

Iron and Steel Products, Inc. ..... 38

L

Lima Locomotive Works, Incorporated ..... 23

M

Magor Car Corporation ..... 9
Mall Tool Company ..... 37
Minneapolis & St. Louis Railway, The ..... 8
M & J Diesel Locomotive Filter Co. ..... 39

O

Ohio Locomotive Crane Co. ..... 38
Okonite Company, The ..... 39

R

Railway Educational Bureau, The ..... 38
Republic Steel Corporation ..... 16

S

Schaefer Equipment Company ..... 4
Scullin Steel Co. ..... 17
Simmons-Boardman Publishing Corporation ..... 31
Standard Railway Equipment Mfg. Company ..... 22
Superheater Company, The ..... 26
Symington-Gould Corporation, The ..... 41

T

Timken Roller Bearing Company, The ..... 33
Truscon Steel Company, Subsidiary of Republic Steel Corporation ..... 16

U

Union Switch & Signal Company ..... 20
Unit Truck Corporation ..... 2

V

Valve Pilot Corporation ..... 10

W

Westinghouse Air Brake Co. ..... 27

Y

Youngstown Steel Door Company ..... Front Cover

# SYMINGTON
# FREIGHT TRUCKS

## FOR PASSENGER TRAIN SPEEDS

**WRITE FOR BULLETIN S-416**

## THE SYMINGTON-GOULD CORPORATION

*Works:* ROCHESTER & DEPEW, NEW YORK

New York • Chicago • St. Louis • Boston • San Francisco • *In Canada:* ADANAC SUPPLIES, LTD., Montreal, Que.

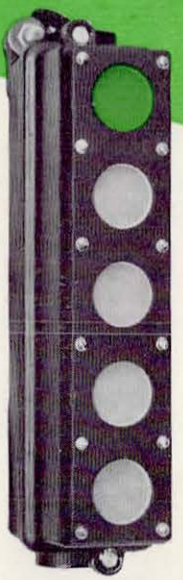
# AN UP-TO-THE-SECOND PREVIEW THAT *CLIPS MINUTES* FROM SCHEDULES

**G-R-S** cab signals bring a continuous up-to-the-second picture of track conditions ahead right into the locomotive cab directly in front of the engineman's eyes. He is *always* able to take *immediate* advantage of a less restrictive signal ahead.

That means he can maintain faster schedules – *with no increases in maximum speed.*

If you've been thinking of cab signals merely as an answer to bad weather and poor visibility, remember this: cab signals are not only "the best friend of the head end"—they are a thoroughly practical way to increase track capacity. This has been proved by successful installations, in use on nearly 3000 miles of America's railroads.

**G-R-S**
**cab signals**



GRS **General**
**Railway Signal Company**

A-2172

ROCHESTER 2, N. Y. • NEW YORK 17 • CHICAGO 3 • ST. LOUIS 1